

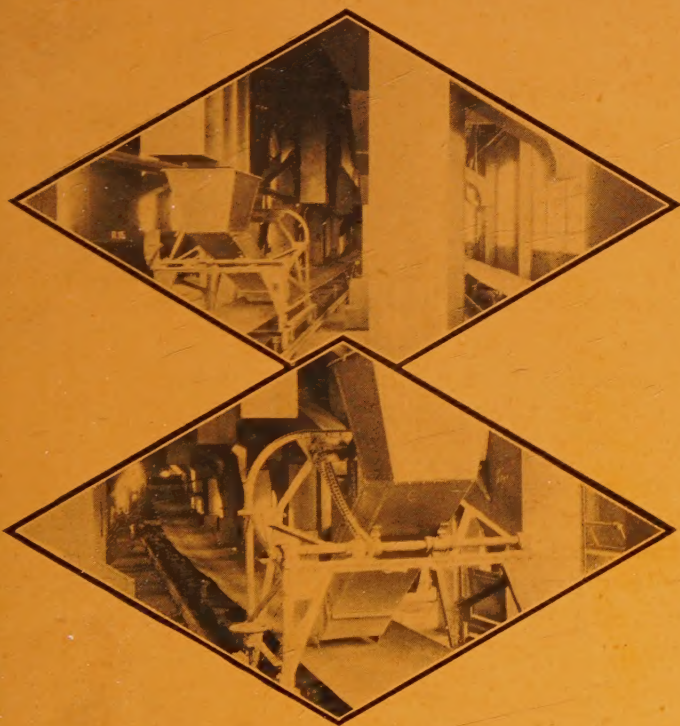
GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

"No Expense has been spared

*In fitting the elevator for its purpose.
— The Belting was provided by
the Diamond Rubber Company Inc.,
of Akron Ohio. "*

American Elevator & Grain Trade
Oct. 15, 1925.



THIS refers to Santa Fe Elevator "A" at Argentine, Kansas City, Kansas—now the second largest elevator in the United States.

The belting furnished consisted of 16 Conveyors each 42" wide 4 x 5-ply, and 15 Elevator Belts, eight of which are 42" wide 7-ply, insuring great speed in handling the grain.

In placing the order for the 3½ miles of belting with which this huge elevator is equipped, the deciding factor was not price but efficiency.

The best belts for the purpose were wanted—the order was placed with Diamond.

Another convincing testimony to the high standing of Diamond Rubber Products.

If you are not as yet personally acquainted with Diamond quality and service, do not delay longer. Send your next inquiry to our nearest office.

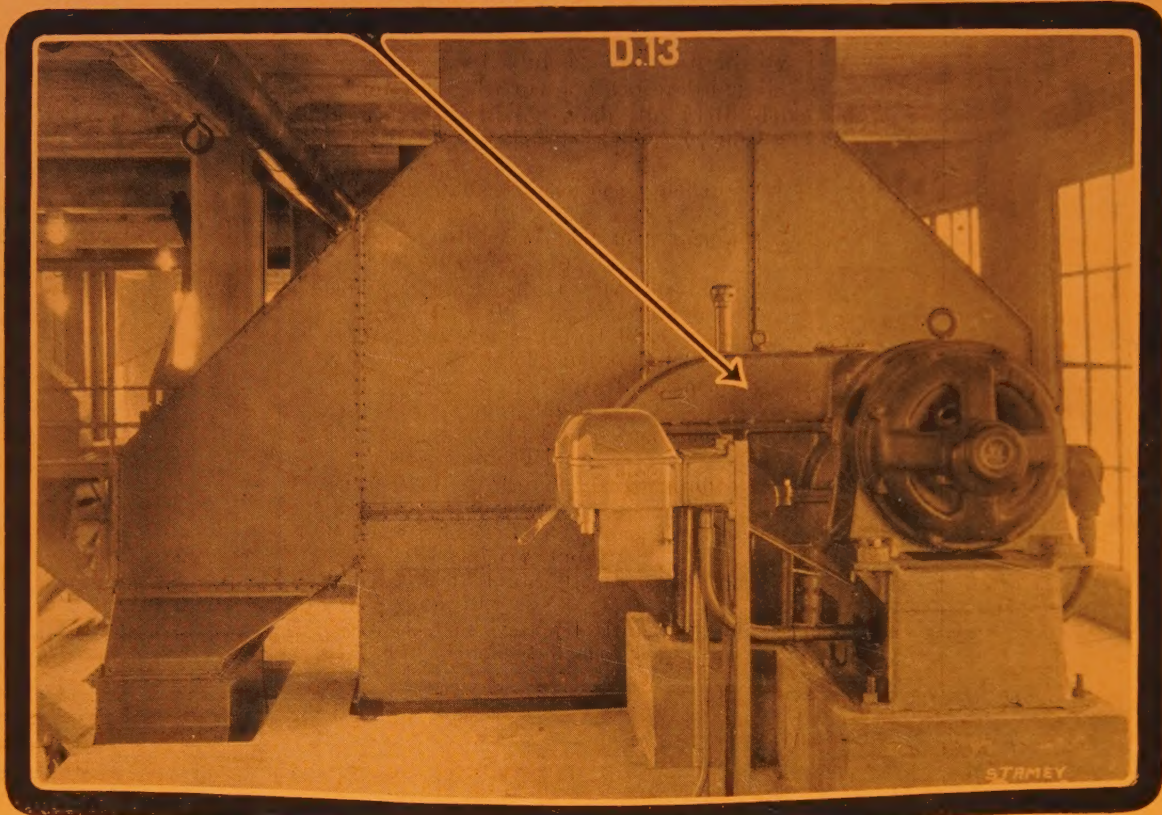
THE DIAMOND RUBBER COMPANY, Inc., Akron, O.
Atlanta Boston New York Kansas City Philadelphia
Chicago Dallas Seattle Los Angeles San Francisco

Diamond

RUBBER BELTS,



FALK



Elevator "A"

Falk Herringbone Gear Speed Reducers have become synonymous, to elevator builders, with smoothest power transmission.

The speed reducer shown above is part of the Falk installation in the Santa Fe Elevator at Argentine, Kansas City, Kansas.

Falk Herringbone Gears are produced on special hobbing machines with patented compensating mechanism which insures great accuracy in cutting. They are absolutely quiet—free from heat and vibration—and transmit power with far less loss than any other known type of mechanical power transmission.

Write for Bulletin No. 38

THE FALK CORPORATION

Milwaukee, Wisconsin.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Beasley Grain Co., J. N., grain and seeds.
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Stone, Lester, grain merchant.*
Strader Grain Co., U. S., grain, seed, feed.*

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Studabaker Grain & Seed Co., grain, hay, seeds.*

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Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

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Brennan & Co., John E., grain commission merchants.*
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Chicago Grain & Salvage Co., salvage grain.
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Dole & Co., J. H., grain and seeds.*
Harris, Winthrop & Co., grain commission.*
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McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rosenbaum Grain Corp., grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Shaffer Grain Co., J. C., grain merchants.*
Thomson-McKinnon, members leading exchanges.

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Scholl Grain Co., receivers and shippers.*

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*Members Grain Dealers National Association.

CROWLEY, LA.

Lyman, C. W., broker corn, oats, feeds, hay.

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Denver Elevator, wholesale grain, flour, millfeed.
Houlton Grain Co., wholesale grain.*
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Farmers Union M. & E. Co., millers, grain mchts.
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*

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Lichtenberg & Son, oats, corn, hay, straw.*

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Trusler Grain Co., grain merchants.

FORT DODGE, IOWA.

Christensen, George, grain broker.*

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Burrows Mill & Elevtr. Co., flour milling.
Dorsey Grain Co., merchants—commission consignments.
Ft. Worth Elevators Co., gr. merchants, pub. storage.
Gladney Grain Co., consignments.
Rosenbaum Grain Corp., J., grain merchants.*
Kimball Milling Co., millers and grain dealers.
Moore-Seaver Grain Co., recvrs., shprs., consignments.*
Morrow & Co., Jos., grain and cotton.
Rogers Co., E. M., strictly bkg. and consignments.*
Service Grain & Comm. Co., bkrs. consgnmts., cash gr.
Smith Bros. Grain Co., consgnmts-merchants.*
Terminal Grain Co., grain, hay, millfeed.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

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Grubbs Grain Co., E. A., track buyers.*

HOUSTON, TEX.

Rothschild Co., S., grain, c/s products, rice, b/p.*

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Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Kinney Grain Co., H. E., receivers and shippers.*
Montgomery & Tompkins, receivers and shippers.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.

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Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Denton Hart Grain Co., consignments.*
Ernst Davis Commission Co., consignments.
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Sculiar Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Thresher Grain Co., R. J., grain commission.*
Udike Grain Corp., consignments.*
Vanderslice-Lynds Co., commission.*
Wilser Grain Co., consignments.*

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Lackey, Douglas W., mlg. grain, milo, alfalfa meal.

LEAVENWORTH, KANS.

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Gordy Co., C. L., grain brok., hay, grain and mill feed.
Wilson, John R., brokers-grain and mill feeds.

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Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Thomson Elevator Co., grain dealers.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S. receivers and shippers.*

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Moon-Taylor Co., grain and hay brokers.

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Reinhardt & Co., wheat, corn, oats, maize.*

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Buxton, E. E., broker and commission merchant.*
U. S. Feed Co., grain, hay, millfeed.*

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Kamm Co., P. C., grain shippers.*
Milwaukee Grain Com. Co., recvrs., grain and seed.

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Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.
Fraser-Smith Co., grain merchants.*
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Hawatha Grain Co., screenings.*
Malmquist & Co., C. A., receivers and shippers.*
Marfield Grain Co., grain commission.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain and feed.*
Van Dusen-Harrington Co., grain merchants.*

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McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.*

NEW YORK CITY.

Produce Exchange Members.
Abel, Joseph A., grain broker.
Jones & Co., M. B., buyers—quote us.*
Knight & Co., grain brokers.
Therrien, A. F., broker.
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Acme Milling Co., millers & grain dealers.
Hardeman-King Co., millers, grain dealers.*
Jackson Grain Co., grain merchants.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Mashburn-Mullin Grain Co., grain and feeds.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Udike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

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Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyag Grain Company, receivers and shippers.*

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Commercial Exchange Members.

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Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

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Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Stewart & Co., Jesse C., grain and mill feed.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

ST. JOSEPH, MO.

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A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*
Heald Grain Co., consignments exclusively.
Kellogg-Huff Grain Co., grain merchants.*
Niedorp Grain Co., buyers-sellers of corn.*
Norton Grain Co., consignment specialist.*

SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.*

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued.)

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs of select milling wheat.

SIDNEY, OHIO.

Chambers, V. E., wholesale grain.*
Custanborder & Co., E. T., buyers-sellers grain.*
Wells Co., The J. E., wholesale grain.*

SIoux CITY, IA.

Board of Trade Members.

Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*

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Board of Trade Members.

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Blood Grain Co., I. D., receivers and shippers.
Smith-McLinden Grain Co., wheat, corn, kafir, millfeed.
Simonds-Shields-Lonsdale Co., receivers and shippers.
Wichita Terminal Elevtr. Co., general grain and elevtr.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

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GRAIN DEALERS JOURNAL
309 So. La Salle St. Chicago, Ill.

Rewey, Wis.—I think you have a fine
paper for one interested in the grain busi-
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Get into communication with any of the firms whose names appear below.

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Bell-Murphy Brokerage Co.

Successor to W. P. Bell,
Brokers—Grain, Hay and Flour

Binkley Grain Co.

Receiver and Shipper

Moon-Bennett Grain Co.

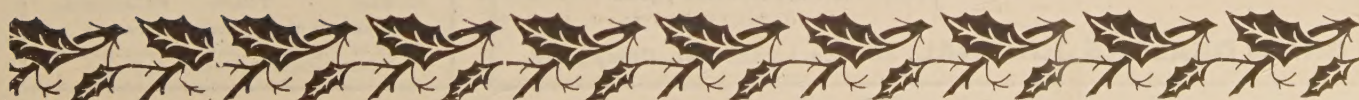
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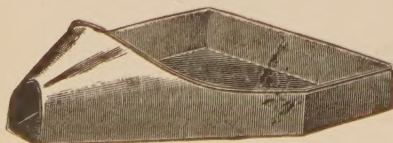
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Facts or Figures Relative to Securities or
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We are handling through the Omaha gateway the best quality milling wheat both spring and winter available to the Trade. Omaha territory produced an excellent grade of corn this year, which will work in any direction.

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"We Ship What We Sell"

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C. N. D. QUOTATIONS

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Each sheet is headed "Board of Trade Quotations for Week Commencing Monday 192...." Columns are provided for three Wheat options, three Corn, three Oats, three Rye and two Barley. Spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, printed on bond paper, 9 1/2 x 11 1/2, are well bound in book form, with flexible pressboard covers—a year's supply. Order Form 97-5. Price \$1.00. Weight 14 oz.

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309 South La Salle St. Chicago, Ill.

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201-2 Board of Trade KANSAS CITY, MO.

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One of the oldest organizations of its kind in the West

DENVER

Any of these Denver Grain Exchange Members will make it profitable for you to do business in Denver. Get in touch with them.

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*Millers and Grain Merchants.
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*Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.*

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Wholesale Grain and Beans.

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Receivers and shippers of all kinds of grain.

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Get in touch with us.*

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GRAIN DEALERS
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**We Want Your
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The A. J. Elevator Company
ST. JOSEPH, MO.

**Hard and Soft Wheat
Corn and Oats**
Write, Wire or Phone Us

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BUYERS—SHIPPERS
Wheat—Corn—Oats
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By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

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Because Peoria has become a most important distributing point for grain to the South, Southeast and East, and because of the large local milling demand, the members of its Board of Trade are in position to give shippers of grain top price at all times. The profit side of your ledger will be more attractive after a short time of dealing with these Peoria Board of Trade Members.

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Santa Fe Elevator "A"

Capacity 6,250,000 Bushels

Modern Reinforced Concrete Storage

Always in the market for wheat, corn, oats, rye and barley. Ask for our bids. Special storage bins furnished grain dealers and millers at regular storage rates.

Private Wire Facilities to All Principal Markets

Grain and Hay
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HARPER GRAIN CO.
Wabash Building
*Modern elevator facilities
at your command.*

JESSE C. STEWART CO.
GRAIN and FEED
Own and Operate the
IRON CITY GRAIN ELEVATOR
PITTSBURGH, PA.
Branch Office at Clarksburg, W. Va.

ESTABLISHED 1872
R. S. McCAGUE, Ltd.
Receivers and Shippers
Corn, Oats, Hay and Mill Feed
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The Atlas Car Mover

The Car Mover With Power

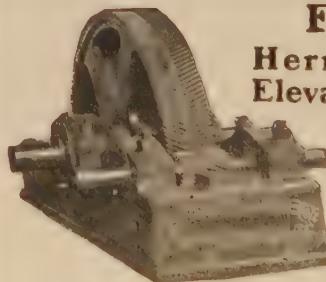
When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin



FAWCUS

**Herringbone Gear
Elevator & Conveyor
Drives**

Save 25% to 50% in
maintenance and operating
costs.

Gears enclosed in dust
proof and oil tight cases with
roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY

Pittsburgh, Penn.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
of price; or on trial to re-
sponsible parties. Has auto-
matic valve and fine sponge.
H. S. COVER
Box 404 South Bend, Ind.



Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the \$2.00 in your pocket.

Webster Grain Handling Equipment in the Santa Fe Elevator

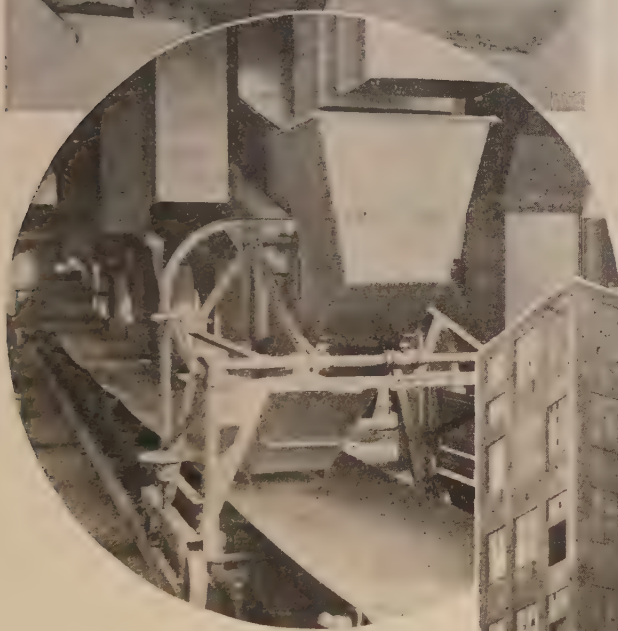


The Santa Fe Elevator at Argentine, Kansas, is another large terminal house added to the long list of Webster-equipped elevators.

Installations like this are an indication of our ability to meet modern requirements in design, manufacture and operation.

This organization—with nearly half a century of experience in designing and building suitable grain handling equipment and marked engineering skill and resourcefulness—is at your service.

THE WEBSTER MFG. COMPANY
4500-4560 Cortland Street,
CHICAGO



Santa Fe Elevator,
Kansas City, Kansas
John S. Metcalf Co., Chicago,
Engineers and Constructors





Four Metcalf Car Unloaders Installed in the

Santa Fe Terminal Grain Elevator "A"
Argentine, Kansas City, Kansas

Other Installations

Baltimore & Ohio R. R. Co. Elevator, Baltimore, Md.	4 unloaders
Harbor Commissioner's Elevator B, Montreal	1 unloader
Harbor Commissioner's Elevator No. 3, Montreal	4 unloaders

John S. Metcalf Co.
Chicago

Montreal, Que.

Vancouver, B. C.



**A. T. & S. F. Railway Company
Elevator "A" Argentine, Kansas
Capacity 6,250,000 Bushels**

**The fastest and best equipped
terminal grain elevator at any
inland point was designed and
constructed by**

John S. Metcalf Co.

108 South La Salle Street, Chicago, Ill.

Montreal, Quebec

Vancouver, B. C.



Selected for this new elevator

In February, 1924, a fire at Sleepy Eye, Minnesota, started from defective wiring on a motor and ended by destroying a grain elevator.

Today a new elevator replaces the one that burned. It is a bigger, better elevator, and it almost goes without saying, a *safer* elevator. Many precautions were taken to reduce fire hazards in the new installation. Among these—and by no means least important—was the motor equipment, consisting entirely of Fairbanks-Morse enclosed-ventilated motors. Eight F-M motors were installed, aggregating about sixty-five horsepower.

In new country elevators everywhere the greatest care is being taken to prevent fires. That is why so many of them are being equipped with Fairbanks-Morse Type EH enclosed-ventilated motors.

The motor above is a 20 hp. Type EH enclosed-ventilated motor which drives a cylinder corn sheller in the elevator of Ed. F. Berkner, Sleepy Eye, Minnesota. Other Fairbanks-Morse Type EH motors used in this elevator include a 10 hp. motor driving a grain cleaner, three 7½ hp. motors driving elevator legs, two 5 hp. motors driving small cleaners, and a 2 hp. motor driving an air compressor.

FAIRBANKS-MORSE

Safety *dictates* enclosed-ventilated motors

Where there are fire hazards, safety precautions dictate motor equipment of certain types. To prevent any overheating of the windings from igniting material outside, the motor should be enclosed. It should also be enclosed if heavy dust is to be kept from clogging the ventilating passages and causing the motor to overheat. Cleanliness in and about the motor is essential to minimize the fire hazard. This is difficult with anything but grease-packed bearings. The bearings must not overheat and must not contain inflammable oil. Grease-packed ball bearings, only, will meet this condition. Finally, the motor must be sufficiently cooled, and adequate ventilation is all that can accomplish this.

The Fairbanks-Morse enclosed-ventilated ball bearing motors, Type EH, are the last word in motor safety, because they meet all the requirements that safety dictates. That is why they are so highly recommended by fire insurance companies and fire prevention associations. That is why they are being put into so many new grain elevators.

Besides safety, other advantages make the Type EH exceptionally desirable. The enclosed-ventilated construction makes it unnecessary to clean the motor continually, as must be done with open types. The ball bearings need greasing only once a year—and this takes but a few minutes. Insulation that will not harden and crack removes the cause of a large percentage of motor failures.

The nearest branch office of Fairbanks, Morse & Co. will be glad to furnish complete information on the Type EH motor, or write to Fairbanks, Morse & Co., 2060 Northwestern Ave., Indianapolis, Ind., for full particulars.

FAIRBANKS, MORSE & CO., Chicago

Manufacturers of Electrical Machinery, Oil Engines and Pumps

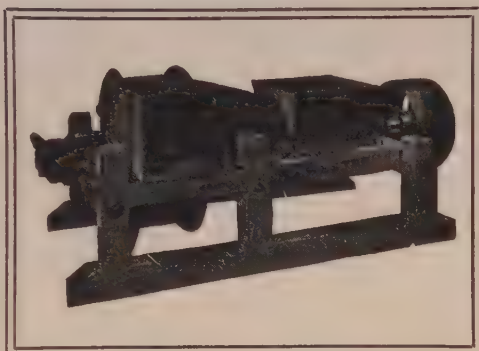
25 branches throughout the United States, each with a service station



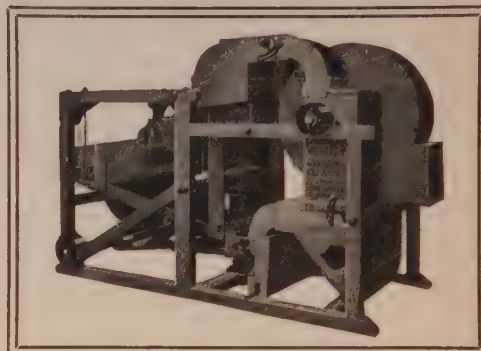
ball bearing motors

CORN CORN CORN

PREPARE NOW TO HANDLE THE 1925 CORN CROP WESTERN SHELLERS—CLEANERS—MACHINERY



PITLESS SHELLER



GYRATING CLEANER

UNION IRON WORKS - DECATUR, ILL.

Humphrey Elevator

A Safety Belt Employees' Carrier

To Invest In A Humphrey *PAYS!*

In theory, all belt service elevators give valuable service. But to be really profitable, an employees' elevator.

- must be on the job every day in the year
- must be economical to operate
- must continue to give this kind of service year after year.

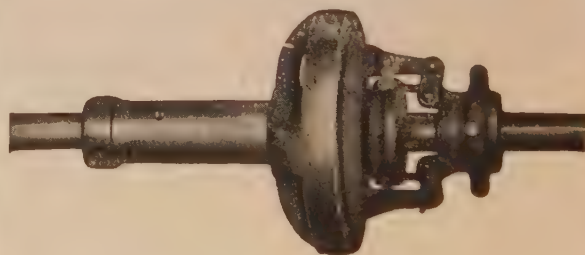
The Humphrey is noted for fulfilling these requirements. The Washburn-Crosby Co., The Postum Cereal Co., the Sperry Flour Co., and other leading mills and elevators throughout the world use Humphreys because they are **sure** of a full return on their investment.

Consult us on your requirements.

Humphrey Elevator Co.

912 Division St., Faribault, Minn.

There is **ONLY ONE GENUINE** Humphrey Elevator



THE BEYL

PATENTS FEB. 1920
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Maximum Power—Minimum Cost

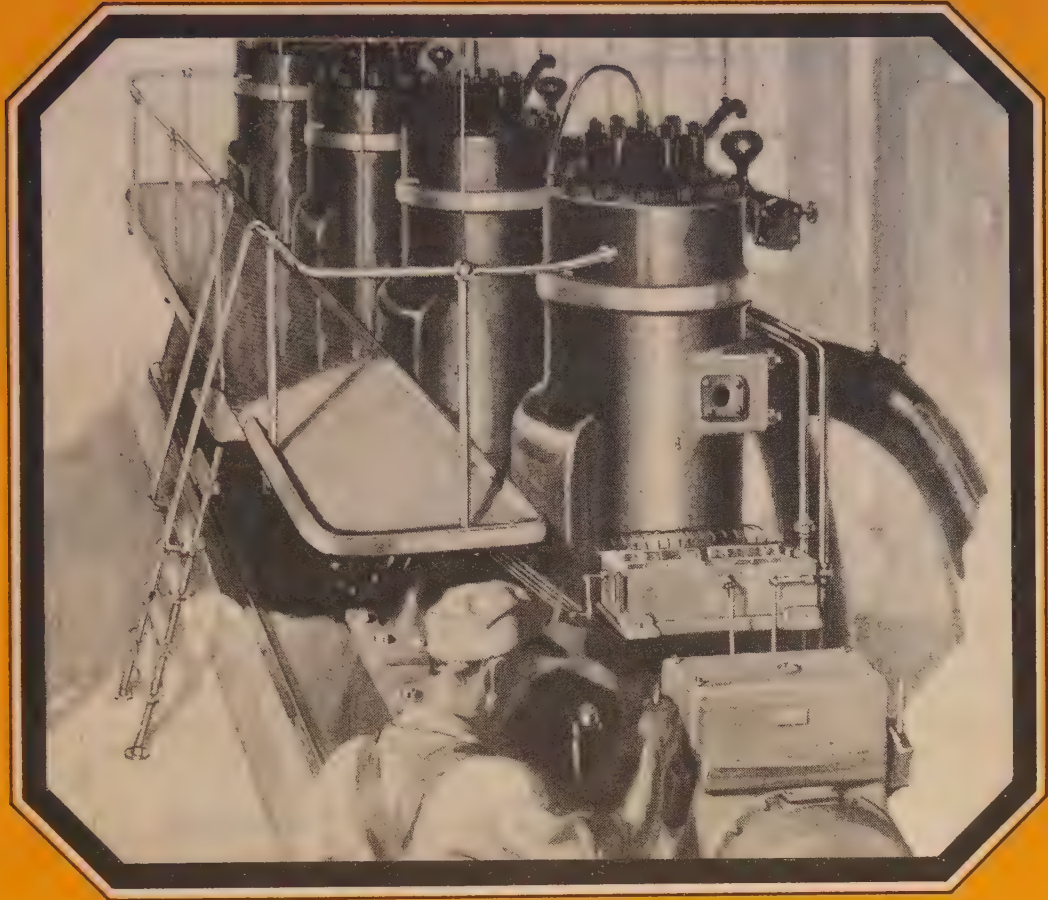
This plate type, non-combustible friction clutch has but one adjustment and operates successfully on either high or slow speed duty.

Exposed parts encased where required. Write for booklet describing this powerful clutch. A trial will convince you that it is the ideal one for your elevator, mill or factory.

Link Belt Supply Co.
Manufacturers

Minneapolis - Minnesota

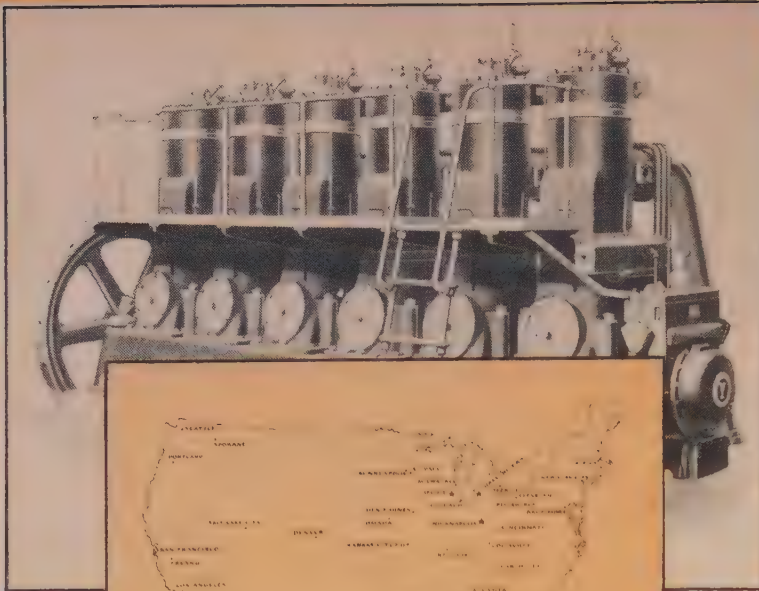
FAIRBANKS-MORSE TYPE 'Y' DIESEL



The Product of Experience

Behind the Type "Y" Diesel are the priceless lessons learned in building more than three million horsepower of internal combustion engines for industrial application. Today there are over 850,000 horsepower of Fairbanks-Morse two-cycle *oil* engines in daily operation—a total that compares favorably with the aggregate horsepower of all other Diesel engine applications in America





Service for Every Type "Y" User

Complete—nation-wide
permanently established

You do not know the full value of the Type "Y" Diesel until you are acquainted with its *unseen* value.

This unseen value is Fairbanks-Morse service—complete; nation-wide; permanently established. A few representative Fairbanks-Morse branches and warehouses are illustrated here, and the map above shows how completely they blanket the United States and Canada. At each of the twenty-eight branches in the United States, and also in the foreign branches, a trained staff of specialists is maintained to study individual applications for the prospective purchaser or to work with the consulting engineer.

No mechanical equipment ever has or ever will be devised that does not require occasional service or replacement of minor parts. When such service is needed, it is needed immediately. And here again Fairbanks-Morse service is equal to any emergency. Each of the branches maintains a warehouse stock of replacements and is ready to supply parts or the expert advice of a specialist on remarkably short notice.

Fairbanks-Morse service is an institution in itself—an established institution that will serve you just as faithfully as your Type "Y" Diesel!

Type "Y" Engines are built in sizes covering all power needs from large demands down to requirements as low as 40 horsepower. One of our engineers will be glad to discuss your power problems; or complete catalog information will be mailed on request.

FAIRBANKS, MORSE & COMPANY, Chicago

Manufacturers of Oil Engines, Pumps and Electrical Machinery
28 branches throughout the United States, each with a service station

FAIRBANKS-MORSE TYPE 'Y' DIESEL

The Product of Experience



Typical of the
28 branches



You'll Appreciate

- the Attractive Rates
- the Dining Facilities
- the Handy Location



500 Rooms

Room without Bath . \$2.00 and up
 Room with Bath . . \$2.50 and up
 Double Room and
 Bath \$4.00 and up
 Room with two single
 beds and Bath . . . \$5.00 and up
 RESTAURANT-COFFEE SHOP
 Service at all times 6 a. m. un-
 til midnight.

POPULAR PRICES

Hotel Baltimore

12th Street and Baltimore Ave.
 KANSAS CITY, MO.



McMillin Wagon and Truck Dump

The above cut represents a dump which requires but one single dump bed to each sink.

The one dump by extending track will supply several sinks. The use of the trolleys and track takes care of the different length vehicles.

The attaching to front wheels for lifting eliminates raising of extra weight when dumping.

This type of construction puts all parts of the dump in plain view.

All supports and connections are pivoted so there is no bind or strain, and the dump is constructed doubly strong for the largest loads.

All dumps are equipped so they can be used for both hand and power operation.

Address

L. J. McMILLIN

525 Board of Trade,
 Indianapolis, Ind.

What the Railways Are Trying To Do

The railways are trying to make certain they will be able to continue to render to farmers and other shippers the present good transportation service. This is the reason why the western lines have asked the Interstate Commerce Commission to grant them a five per cent advance in freight rates.

In past years, there were frequently serious "car shortages," which caused great trouble and heavy losses to producers, especially in the seasons when grain, fruits and vegetables were shipped in the largest volume.

No Car Shortage for Three Years

This is the third year in which there have been practically no car shortages, although shipments of most farm products have exceeded previous records.

This improvement in railway service is due, first, to large expenditures of capital for new locomotives, cars and other improvements, and secondly, to better co-operation between the railways and the shippers through the Regional Shippers' Advisory Boards.

What the railways are trying to do is to prevent a return of the bad transportation conditions which in past years caused such great losses and complaint. Farmers and other producers and shippers are as anxious as the railways to have this done.

It cannot be done unless the railways can continue to enlarge and improve their facilities. Traffic is again rapidly increasing, and if it is to be satisfactorily handled the capacity of the railways must be increased in proportion.

The railways cannot improve and enlarge their properties from their earnings. Practically all the capital they have invested within recent years has been borrowed and interest upon it must be earned and paid.

This is one of a series of statements published to give the farmer authentic information about railroad matters. Any questions that you would like to ask will be cheerfully answered. Address:

WESTERN RAILWAYS' COMMITTEE ON PUBLIC RELATIONS

650 Transportation Building, Chicago, Illinois

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes: 2 to 25 H. P. Write for free catalogue. G.
N. P. BOWSHER CO., SOUTH BEND, IND.

10,000 SHIPPERS

Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

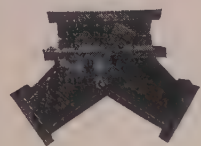
Prevent CLAIM LOSSES

Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
 Chas. J. Webb, Vice President
 617 Railway Exchange Bldg., Chicago, Ill.

OUR advertisers are helping us to improve Grain Trade conditions. SHOW YOUR APPRECIATION, Mention G. D. J.

PUT THAT DIFFICULT JOB UP TO "EHRSAM"



FROM 1872—over 50 years ago, "Ehram" has been producing and improving Grain Handling and Milling Equipment of all kinds. And during these years many problems have been met and overcome by "Ehram" Engineers.

EHRAM GRAIN HANDLING & MILLING EQUIPMENT



This long specialization and experience places us in an enviable position to give you just the right equipment for your particular needs. It is, therefore, wise economy to consult "Ehram" on

all equipment matters. We ask that you write us today.

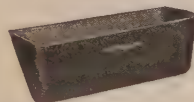
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J. B. EHRAM & SONS MFG. CO.
ENTERPRISE, KANSAS

Manufacturers of Machinery for Flour Mills; Grain Elevators; Cement Plaster Mills; Salt Plants; Coal Handling and Rock Crushing Systems; Fertilizer Factories; Power Transmission, Elevating and Conveying Equipment.

The Big 400-page "Ehram" Catalog will be sent to anyone interested upon request.



MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.
301 W. Randolph St. CHICAGO
New York, Boston, Philadelphia San Francisco Seattle

ACCOUNTBOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50

GRAIN DEALERS JOURNAL

309 So. La Salle Street, Chicago.



Stop, Study and Be Convinced

Note the broad bearing of the Rocker Pin on the Seat Pin when the chain is under tension. Also the dovetailed anchorage of Seat Pin in the forward end of the link and similarly, the well defined anchorage of the Rocker Pin in the rear end of the link.

The clearance of the Rocker Pin in the forward end, and the Seat Pin in the rear end of the link prevent the loss of power due to unnecessary friction.



Morse Silent Chain Drives on Monitor Cleaners in A. T. & S. F. Elevator "A," Argentine, Kansas City, Kans.



Morse Silent Chain Drives on Conveyor Belts in A. T. & S. F. Elevator "A," Argentine, Kansas City, Kans.

38 Morse Silent Chain Drives totaling 1395 horse power

installed in recent addition to

A. T. & S. F. Elevator, Argentine, Kans.

varying in power from 5 to 75 horse power

IT WAS only natural that John S. Metcalf Co. would select Morse Silent Chain Drives for the addition to the Santa Fe Elevator which they recently designed and constructed at Argentine, Kansas. The satisfactory performance of Morse Drives in the other units of this elevator convinced the engineers and operators of their reliability over a long period.

It is significant also that Morse Silent Chain Drives have been installed in the majority of the large grain elevators erected in recent years. Nothing else proves more forcibly their adaptability to grain elevator operation. Wherever grain is handled expeditiously and economically you will find Morse Silent Chain Drives transmitting the power.

Write for Bulletin No. 28, or consult with an experienced "MORSE"
Silent Chain transmission engineer for further information.

Morse Chain Company, Ithaca, N. Y., U. S. A.

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CLEVELAND, OHIO421 Engineers Bldg.
DENVER, COLO.211 Ideal Bldg.
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Huntley Manufacturing Co.

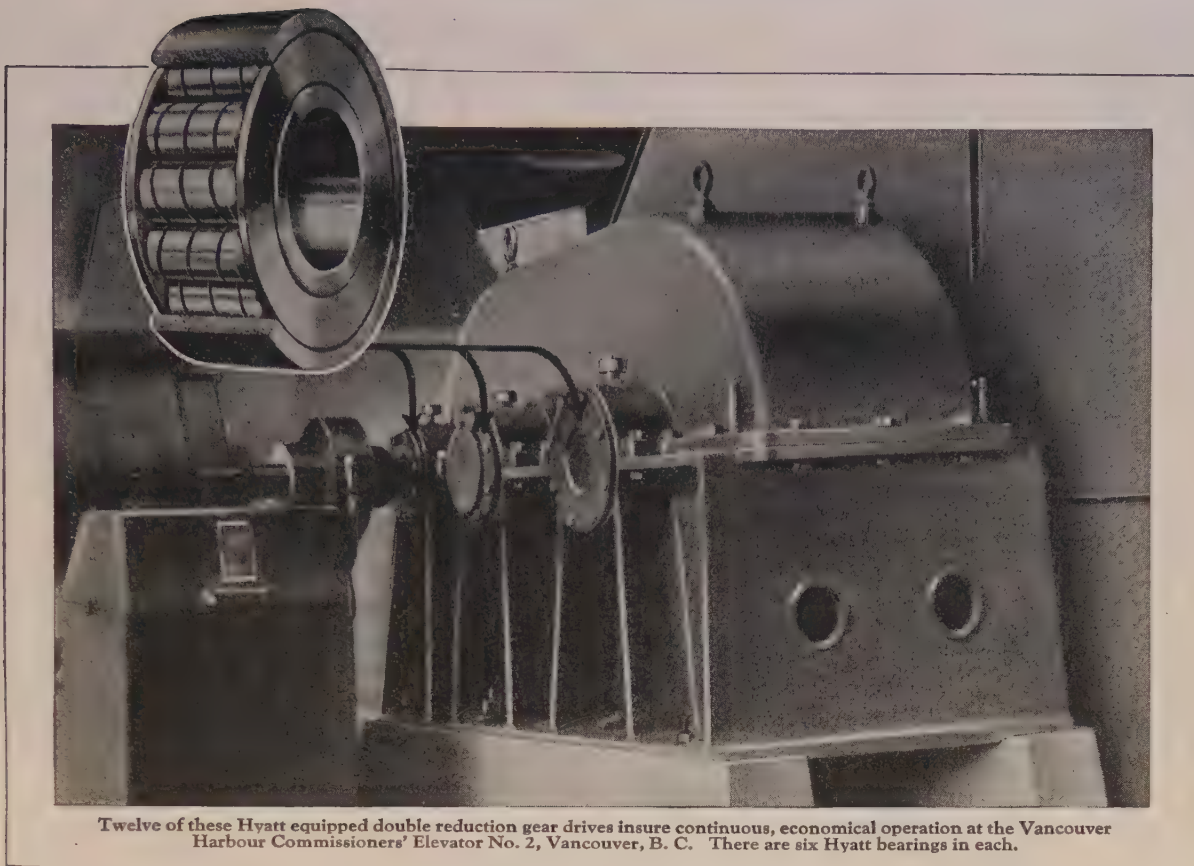
Silver Creek, N. D.

Tilsonburg, Ontario, Canada

wishes its friends, customers
and the trade

A Merry Christmas

A Happy and Prosperous New Year



Protection against fire hazards *assured with Hyatt bearing equipment*

IN gear drives and pulleys, Hyatt roller bearings eliminate the possibility of hot journals and reduce fire hazards.

The superior dependability, durability and economy of operation inherent in Hyatt bearings have led to their incorporation into practically all of the large Canadian grain elevators. The Department of Trade and Commerce Grain Elevator, Halifax, N. S., the elevators recently constructed for the Montreal Harbour Commissioners, and the two elevators built for the Vancouver Harbour Commissioners are Hyatt equipped.

In addition to giving faithful service in elevator leg gear drives and the head, boot and back leg pulleys of these installations, the Hyatt roller bearings meet every demand made upon them in the idler, head, tail, take-up, snub and tripper pulleys throughout these conveying systems.

To enjoy the same full measure of protection as do the most important elevators erected in Canada during recent years, specify Hyatt bearing equipment.

HYATT ROLLER BEARING COMPANY
NEWARK DETROIT CHICAGO SAN FRANCISCO
WORCESTER PHILADELPHIA CHARLOTTE
PITTSBURGH CLEVELAND

Complete data on Hyatt roller bearing conveyor equipment is contained in Bulletin No. 1015. A copy will be forwarded upon request.



1000 horsepower Westinghouse synchronous motor driving 2600 barrel flour mill National Milling Co.

MOST every town has one old mill—a picturesque ruin with antiquated machinery long since given over to rust and decay. It didn't pay to run it any more—it couldn't compete with up-to-date machinery.

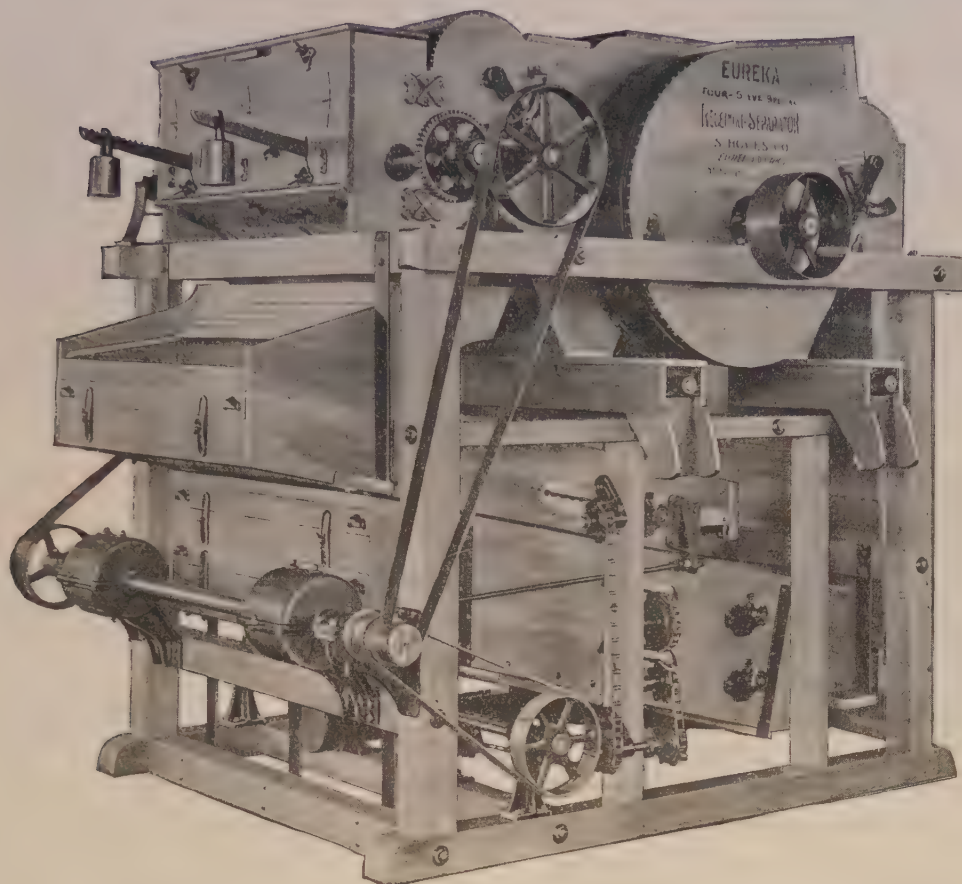
The story is different with a certain Ohio mill that started business in a modest way 30 years ago. This mill is old, too,—in years—but the owners have been constantly vigilant in looking into every new thing and have kept the mill and machinery modern. Today this old mill stands shoulder to shoulder with the most efficient in the country. Its milling capacity is 4000 barrels per day. Obviously its power is electric—the mill drive is Westinghouse.

Westinghouse Electric & Manufacturing Company
East Pittsburgh, Pennsylvania
Sales Offices in All Principal Cities of
the United States and Foreign Countries

Westinghouse



"Eureka" - "Invincible" Grain Cleaning Machinery



The "Eureka" Four-Sieve Special Receiving Separator

A more refined machine than the conventional elevator cleaner.

50% greater sieve area. Automatic sieve cleaners. Instantaneous brush adjustment, both sides simultaneously.
Ball bearings and ball bearing eccentrics.

"Eureka" and "Invincible" Grain Cleaners

always were, are and always will be the best to be had

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S. HOWES CO., Inc.

INVINCIBLE GRAIN CLEANER CO.
SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY

European Branch: 64 Mark Lane, London, E. C. 3, England

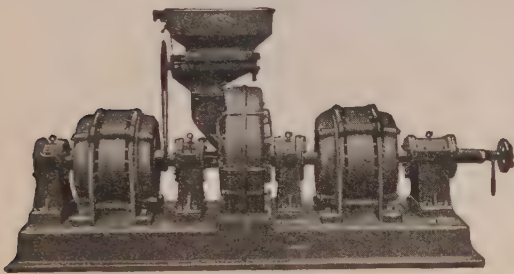
Competition

keeps you on your toes—but—mental and physical vigor won't overcome competition if your equipment is inadequate.

MUNSON ^{Ball Bearing} ATTRITION MILLS

will give you the jump on your competitor (unless he also has a Munson).

The Undercut Rib grinding plates with which they are all equipped give you more capacity—a fine, uniform, cool product—with less power consumption.



Catalog 53 with a detailed description of these mills is free to every miller interested in overcoming competition.

MUNSON MILL MACHINERY CO., Inc.

Established 1825

213 Seward Ave.

Utica, N. Y.

Representatives: F. J. Conrad, Cedar Rapids, Ia.; Strong-Scott Mfg. Co., Minneapolis, Minn.; A. D. Hughes Co., Wayland, Mich.

The Bauer

COSTS LESS PER HOUR

Heavy Duty

Attrition Mills

"The Mill that Fills the Bill"

Belt and Motor Driven



The Bauer Ball-Bearing Motor-Driven Attrition Mill

Accessible Interior Self Trimming Safety Quick Release

Put Your Grinding Problems Up to Bauer

Bauer Attrition Mills are made by Attrition Mill Specialists who have made a lifetime study and world-recognized success in building Attrition Mills that increase the output, decrease milling costs and put the Grinding Business in the profit-making class. The Bauer Engineering Department is at your service without cost to you. Let Bauer solve your Grinding Problems.

Send for Catalog

THE BAUER BROS. CO.

506 BAUER BLDG. SPRINGFIELD, OHIO
Makers of Bauer Attrition Mills, Corn Crackers, Cake Breakers, Centrifugal Reels, etc.

"JAY BEE"

J. B. SEDBERRY

Standard Direct Connected
Crusher - Grinder - Pulverizer

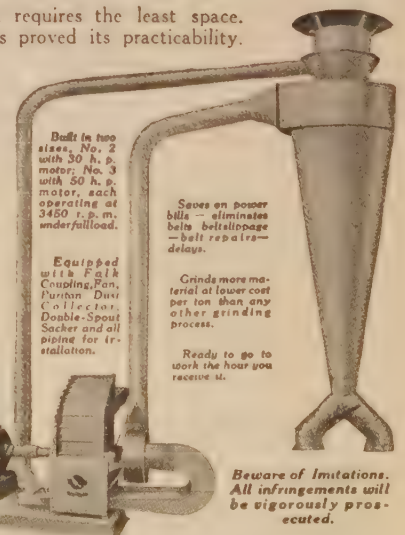
Alone in Grinding Capacity and Low Cost of Operation!

"Jay Bee" Direct Connected requires the least space. Its 3450 R. P. M. motor has proved its practicability.

Direct operation of motor eliminates belt cost. Motor and mill mounted on same substantial iron base assuring you perfect alignment and absence of vibration.

"Jay Bee" units are complete, compact and automatic in every respect. Feeding, grinding, relieving mill of finished product is completed in one continuous operation.

Eliminates the use of auxiliary conveying equipment. Write for full descriptive literature.



Built in two sizes, No. 2 with 50 h. p. motor, No. 3 with 50 h. p. motor, each operating at 3450 r.p.m. underfullload.

Equipped with Falk Coupling, Fan, Purifier, Dust Collector, Double-Spout Sacker and all piping for installation.

Saves on power bills - eliminates belt beltage - belt repairs - delays.

Grinds more material at lower cost per ton than any other grinding process.

Ready to go to work the hour you receive it.

Beware of Imitations. All infringements will be vigorously prosecuted.

J. B. Sedberry, Inc. 132 Hickory Street
UTICA, N. Y.



Aeolus Syphons—95 cast iron, 33 zinc. Baltimore & Ohio Railroad Co. Terminal Grain Elevator Locust Point, Baltimore



ÆOLUS

TO minimize the danger of dust explosion, John S. Metcalf Co., designers and constructors of the Santa Fe Elevator "A" Argentine, Kansas City, Kans., equipped this splendid elevator with Æolus Syphon Ventilators to take off the dust arising from moving grain.

These vents from the outside air are directly connected with the fixed spouts adjoining conveyor belts, garners, and legs as well as with the basement. In this way the dust is carried out of the elevator immediately it becomes suspended. This dust elimination is even more thorough because of the injector principle used by the Æolus Syphons.

The Æolus System of Elevator Ventilation is also installed in the B & O Elevator, Baltimore, the C & N W, So. Chicago and the Frontier No. 2, Buffalo.

Submit your ventilating problems to us, our experienced engineers will gladly advise you.

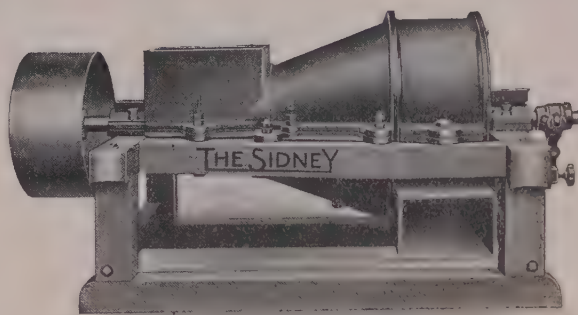


260 Dickinson Goosenecks—The Baltimore & Ohio R.R. Co. Terminal Grain Elevator, Locust Point, Baltimore. Erected by The M. A. Long Co. Plans by The J. S. Metcalf Co.

ÆOLUS DICKINSON COMPANY

3340-50 S. Artesian Ave.

Chicago, Ill., U. S. A



Sidney Corn Shellers

All Styles

The Standard for Years

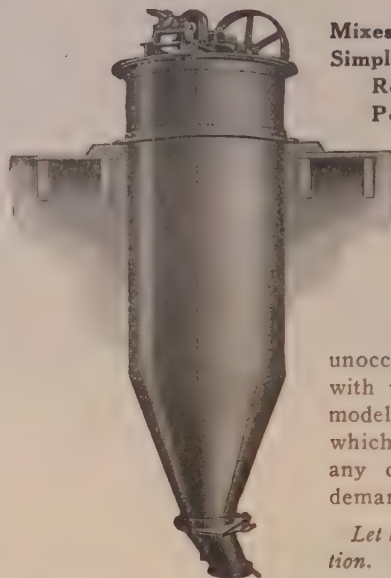
High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

The Sidney Grain Machinery Co.
Sidney, Ohio

Successors to Philip Smith Mfg. Co.

UNIQUE VERTICAL BATCH MIXER



Mixes Quickly and Thoroughly
Simple to Install and Operate
Requires Little Power
Positively Cleans Itself

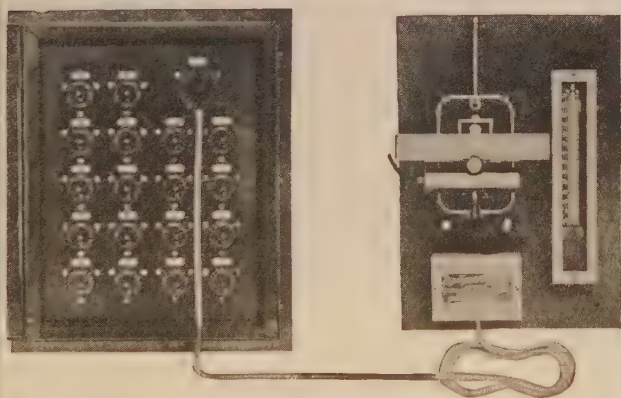
Here is a feed mixer that will efficiently and economically turn out well mixed soft dairy feeds and scratch grains for poultry—one that can be placed in any unoccupied corner of your plant with very little expense for remodeling or installing; and which is always ready to mix any class of feed your trade demands.

Let us send you complete information. Write for Bulletin No. 32.

ROBINSON MFG. CO.

42 Robinson Bldg. Muncy, Penna.

CHICAGO OFFICE—111 W. JACKSON BLVD.



The "ZELENY" Protects Your Grain

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

Further data will be furnished on request.

Western Fire Appliance Works
542 S. Dearborn St. CHICAGO

A Few Zeleny Installations

Cargill Grain Co.
Pillsbury Flour Mills
Bartlett Frasier Co.
Uplike Grain Co.
Armour Grain Co.
Larabee Flour Mills
New Orleans Public Elevator
Maney Milling Co.
Buckeye Cotton Oil Co.
Red Star Milling Co.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ills.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.

GRAIN ELEVATOR BUILDERS

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

YOUNGLOVE CONSTRUCTION CO.

Grain Elevators, Transfer Houses
and Coal Pockets
Wood or Concrete

Concrete Pits that ARE Waterproof

418 Iowa Building - Sioux City, Iowa

L. D. Rosenbauer, Pres.
H. P. Roberts, V. Pres.

L. W. Ledgerwood, Sec.
A. E. Owen, Supt. Cons.

Southwestern Engineering Company

Designers and Builders of
MODERN MILLS,
ELEVATORS and
INDUSTRIAL PLANTS
SPRINGFIELD, MO.

C. T. Stevens

C. E. Roop

C. B. Barutio

Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
319 BUDER BUILDING ST. LOUIS, MISSOURI

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

CRAMER BUILT

is the mark designating the best in Grain Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

A. F. ROBERTS ERECTS FURNISHES

ELEVATORS
CORN MILLS
WAREHOUSES
PLANS
ESTIMATES
MACHINERY
KANSAS

SABETHA

J. E. STEVENS

53 Devonshire St. Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* presents only reputable concerns.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

★ ★ The Star Engineering Company ★ ★

Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

WANT A JOB?

Advertise in the "Situation Wanted"
columns of the Grain Dealers Journal.

L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

GEO. A. SAATHOFF

CONTRACTOR and
ELEVATOR BUILDER
Mayer Hotel Peoria, Illinois

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
Industrial Buildings.

Preliminary Sketches and Estimates,
Valuations and Reports.

New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS T. E. IBBERSON CO. CONTRACTING ENGINEERS MINNEAPOLIS, MINN.

SOME GRAIN DEALERS have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



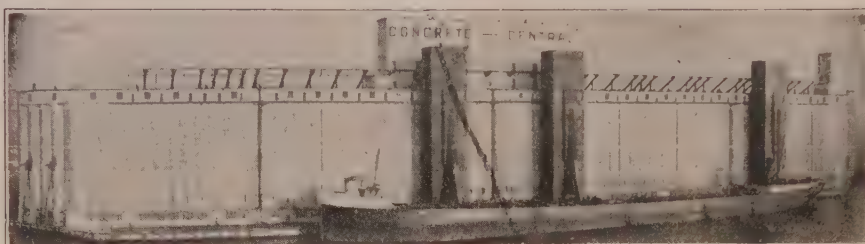
This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

The Northern Central Elevator, Baltimore—The Most Modern Elevator in the World

Designed and Constructed by

James Stewart and Company, Inc.

Grain Elevator Dept., W. R. Sinks, Mgr.

1210 Fisher Bldg., Chicago, Ill.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn., Minneapolis, Minn.



The Baltimore and Ohio R. R. Co.'s
Baltimore, Md.

Terminal Grain Elevator
Capacity 3,800,000 Bushels

*The Most Rapid Grain Handling
Plant in the World*

Constructed by
THE M. A. LONG CO.
Engineers and Constructors
Grain Elevator Department
Baltimore - Maryland

2,500,000 Bu. Terminal Grain Elevator

Designed for

The Philadelphia Grain Elevator Company

Port Richmond

BY

FEGLES CONSTRUCTION CO., Ltd.

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



Kimbell Milling Company Elevator

Fort Worth, Texas

Total capacity 800,000 bushels

First unit including headhouse with 550,000 bus.
storage completed 1924; second unit of 250,000
bus. storage completed early in 1925.

Designed and Built by

Jones-Hettelsater Construction Co.

Grain Elevators—Flour and Feed Mills

706 Mutual Bldg.

Kansas City, Mo.



WHY-A-LEAK--STOP IT

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY
SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

A CAR-MOVER WITH THE "PUSH"

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from
your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.

Look for the word
"New Badger"—it
identifies our product



Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

NORTHWEST IOWA—Two elevators for sale. Address M. E. DeWolf, Spencer, Iowa.

NORTHERN INDIANA—10,000 bu. iron clad elevator for sale, nearly new, with feed house attached. Lock Box 241, LaGrange, Ind.

NORTHERN IOWA—Two elevators for sale, doing good business. Address 55Y22, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA—60,000 bu. cribbed elevator for sale, in heart of corn belt, on Rock Island. Good sideline business in connection. Write 55Z4, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—30,000 bu. cribbed elevator for sale, modern and in good repair. Come and look it over, a real bargain. Price \$6,500 cash. No trades considered. Address 55X9, Grain Dealers Journal, Chicago, Ill.

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

SOUTH DAKOTA—40,000-bu. cribbed elevator and coal sheds for sale. Electrically driven, built on private grounds. Doing good business. Address 55Y1, Grain Dealers Journal, Chicago, Ill., for particulars.

TEXAS—24,000 bu. modern electric power cribbed elevator for sale, retail coal and feed, in Texas Panhandle's best hard wheat and Milo belt, with large acreages each—at bargain, \$14,000, part terms.

W. J. BURKE, Floydada, Texas.

MARION, SOUTH DAKOTA—20,000-bu. elevator for sale, located on C. M. & St. P. Ry.; has 30x60-ft. ironclad machinery shed. Averages 140,000 bus. annually in normal years. Good sideline business in coal, farm implements, autos. Fred E. Way, Marion, S. D.

MARIBEL, WISCONSIN

GRAIN ELEVATOR AND FEED WAREHOUSE including grain buyer's residence. Electric power. New Monarch feed mill for custom grinding. Going business. Inventories at \$22,000. Offered at \$10,000 for quick sale account death of principal owner. F. A. Miller, Lock Box 287, Manitowoc, Wis.

THE WANTED - FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

ILLINOIS—John Bowlin's elevator at Moon Station in Livingston County, Ill., for sale. The elevator has a capacity of 28,000 bushels of grain and is located 4 miles from Streator, Illinois, on the main line of the Santa Fe. The property consists of elevator, coal shed, oil storage room and fixtures, gasoline engine, office fixtures and scales. The property must be sold to settle the estate of John Bowlin, deceased. Interested parties address Ben Cossel, Streator, Illinois, Route 1.

ELEVATORS FOR SALE.

IOWA—7,000 bu. elevator for sale, fully equipped with mill machinery. Good going business. Address Box 85, Randallia, Iowa.

OHIO—12,000 bu. elevator for sale, private ground, electric power, side lines. Fine location. Address 55X12, Grain Dealers Journal, Chicago, Ill., for further particulars.

SOMEBODY'S always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

INDIANA—Well located elevator for sale in good city of 10,000, in heart of best farming district in Indiana. Good reason for selling and low price. Address 53Q31, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS—20,000 bu. cribbed elevator for sale. Wabash R. R., with office, coal bins, etc. Plenty of grain to handle. Price \$8,500. Address 55T30, Grain Dealers Journal, Chicago, Illinois.

INDIANA—Elevator at point doing \$330,000 grain business annually. Bumper corn crop to handle. Also 2/3 of oats in farmers hands. Good coal trade. Priced to sell. Reason, ill health. Address 55Y10, Grain Dealers Journal, Chicago, Ill., for particulars.

KANSAS 12,000 bu. elevator for sale cheap; good condition; close to Wichita; including lease on 20 acres good land with fair improvements. Will make fine proposition for party wanting to establish grain and stock business. Address Lock Box No. 854, Wichita, Kansas.

HORTONVILLE, WIS.—10,000-bu. cribbed elevator, feed mill and large warehouse; electric power. Good going business, handle grain, flour, feeds, seeds, lime and cement. Excellent farming community, located on C. & N. W. Ry. Reason for selling, poor health. Address Peter Olk, owner, Hortonville, Wis.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale. This proves conclusively the value of a Journal Want-Ad."

PARKER, SOUTH DAKOTA—20,000-bu. modern elevator on Northwestern for sale at a sacrifice. Concrete basement under entire house. Equipped with automatic scale, cleaner, truck dump, etc. Town of 1,600, good schools, all churches, only 30 miles from Sioux Falls. Average normal receipts 250,000 bus. yearly. Address F. D. Hinrichs, Parker, So. Dak.

OHIO—One grain elevator and well equipped mixed feed manufacturing plant with a capacity of 40 tons of mixed feed per day for sale. Also two modern coal silos built by Neff & Fry Co., with Godfrey unloading equipment, in first class condition. Also 8 other coal bins.

All buildings are on their own land and on the Penn. R. R. siding, with excellent shipping facilities.

We have a bumper corn crop this year and this is truly a remarkable opportunity. It is the only elevator and mixed feed plant in this community.

If interested write for fuller details and price which is an exceedingly low one. Address 55Y4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

SEVERAL GRAIN ELEVATORS for sale at small stations in Northern Illinois, also handling lumber, coal and other sidelines. Holcomb-Dutton Lumber Co., Sycamore, Ill.

IOWA—A splendid 12,000-bu. elevator for sale with private owned ground consisting of 6 large city lots, feed mill, sidelines. Only elevator and feed mill in town. Plenty corn, lots of feeding. Reasonable; good terms. Address 55Y17, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATOR FOR EXCHANGE OR LEASE.

INDIANA—30,000-bu. grain elevator for exchange or lease. Located in an excellent farming community, in Randolph County, Ind. Address W. L. Hawkins, Winchester, Ind.

ELEVATORS WANTED.

GRAIN MAN wishes to lease an elevator in Illinois or Iowa. Address 55Y19, Grain Dealers Journal, Chicago, Illinois.

MILLS AND ELEVATORS FOR SALE.

KANSAS—Mill and Elevator for sale; well equipped mill, elevator and feed outfit with separate office building. Good grain country. Well located and doing business. Price \$5,200. Write 55Q8, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—400 bbl. mill, 30,000 bu. elevator adjoining. Also 10,000 bu. station nearby. Two large warehouses on track. Transit privileges. Two main hard roads. Whole or ½ interest can be bought right. Address 55W4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

WILL GIVE someone a bargain in a 40-bbl. flour, feed and meal mill combined, as my wife's health is poor. A. R. Beckett, Cabool, Mo.

ELEVATOR BROKERS.

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maquire, 6440 Minerva Ave., Chicago, Ill.

BUSINESS OPPORTUNITIES.

SEED STORE FOR SALE—Old established business doing \$30,000 yearly, strictly seeds. No competition. On account of other business owner will sell at once. Long lease. Address Dean Seed Company, Orlando, Florida.

FOR EXCHANGE.

NORTH DAKOTA—25 bbl. mill now running, wish to trade for land in Minn. or Dakotas. Write 55W3, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

WANTED active partner. Will sell half interest in elevator (Clinton County). Address J. C. Jordan, Colfax, Indiana.

WANTED partner in milling, grain and wholesale business. A fine proposition for the right man. Will accept good property in exchange or carry back part. Address Hawarden Roller Mills and Elevator, Hawarden, Iowa.

YOU CAN SECURE a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

HELP WANTED

SALESMEN WANTED in all sections to distribute one of the oldest lines of Corn Shellers, Grain Cleaners, Drags and other elevator equipment. Address Sidney Grain Machinery Company, successors to the Philip Smith Mfg. Company, of Sidney, Ohio.

"Please discontinue my advertisement in the Journal of help wanted. I have so many replies that I think I will have no trouble in securing the help wanted." This is from an Iowa elevator operator who ran an ad in this column recently.

ADDRESS WANTED.

WANTED address of V. F. Guinzy, formerly of Wilsall, Montana. Address 55Y12, Grain Dealers Journal, Chicago, Ill.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

Confirmation Blanks

Simple - Complete - Safe

If you would avoid trade disputes and differences, and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs one and retains the other.

This places the entire burden for any misunderstanding of your intention upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate, bound with pressboard and wire stitched, size 5½x8".

Order Form No. 6 CB, Price 90 Cts.

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

SITUATION WANTED.

ELEVATOR MANAGER with fifteen years' experience wants position with line company. Reference furnished. Address 55Z9, Grain Dealers Journal, Chicago, Illinois.

POSITION wanted as manager of country elevator; 20 years' experience; available at once; references; prefer central Illinois. Address 55Z3, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager Farmers' Elevator; 14 yrs.' experience; understand sidelines, books; best of references. Address 55W11, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by young man, married, 2 years Chief Clerk in R. R. Traffic Dept. and 7 years in seed and grain business. Address 55Y16. Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as manager or solicitor of a good grain business; best of references furnished. Would take a small interest in something good. Address 55Y9, Grain Dealers Journal, Chicago, Ill.

TRAFFIC EXECUTIVE—16 years present industry, legal training and proven ability, seeking larger opportunities. Have initiative, energy and thorough knowledge all phases transportation. Unusually successful record. Age 38. Write 55Y15, Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Triplicating Grain Ticket Book; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Gas Engine Handbook, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

GRAIN DEALERS JOURNAL,

309 South La Salle St., Chicago, Ill.

ENGINES FOR SALE.

BUCKEYE Engine for sale, 13x26 slide valve, in excellent condition. Can be seen running. Warsaw Milling & Grain Co., Warsaw, Ind.

GAS ENGINE—30 h. p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

CHANTICLEER 7 H. P. Engine with 24 inch 6 inch face clutch pulley and magneto. Price \$60.00 for quick clearance. Guaranteed perfect running order. Galt Grain Co., Galt, Ill.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

MACHINES WANTED.

WANTED—A cylinder head for an Otto Gasoline Engine, 12 H. P., engine number 7457. Address Johnson Elevator, Malmo, Nebr.

THE BEST WAY to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

SCALES FOR SALE.

FOR SALE—One 10,000 lb. Fairbanks Hopper Scale. Josey-Miller Co., Beaumont, Texas.

4 BU. RICHARDSON Automatic Scale in fine condition for sale, used very little. Will sacrifice for quick sale. Write or wire Steadmen & Co., Shubert, Nebr.

HOPPER SCALES: One insertion sold mine. I made money and saved the purchaser money, so we are both happy—thanks to the Journal.—E. H.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SECOND HAND SCALES for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

SCALES WANTED.

WANTED—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm

Capacity of Elevator

Post Office

State

MACHINES FOR SALE

FOR SALE—Western Mill sheller and cleaner combined, capacity 75 bus. per hour, in good condition. Address Grain Products Company, Chicago Heights, Illinois.

ALL STEEL MANLIFT

Satisfaction Guaranteed
Enterprise Utility Manufacturing Co.
742 Webster Bldg. Chicago, Ill.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

REPLY REGARDING MY AD. I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

FOR SALE—Two steam pumps in good condition, one for 4" well and the other for a 6" well. Also an 8 H. P. upright steam engine. Cleveland Grain & Mfg. Co., Indianapolis, Ind.

FOR SALE—One Brown Duval Moisture Tester, two alcohol stoves, is called a double burner; scale; good as new. Will sell for \$20. Farmers Union Mfg. & Grain Co., Snyder, Nebr.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

FOR SALE—1 portable bagging scale; 1 No. 7 Invincible Cracked Corn Separator; 1 double stand 9x30 Barnard & Leas Moline Roll, Le Page cut; 1 Brown Portable Bag Piler; 1 two pair high 9x24 Great Western Roll. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.
9 S. Clinton St. Chicago, Ill.

ATTRITION MILLS, motor driven; 24" Bauer Bros., 22" Monarch. Belt driven, ball bearing; 24" Robinson, 20" Monarch, 20" Dreadnaught, 14" Diamond Huller.

Plain bearing Mills: 18" Halsted, 20" Monarch, 20" Robinson, 18" Dreadnaught.

New Mixers (special price for 30 days).

New Cornshellers: 1 Western Sheller, 1 U. S. Sheller, 1 Triumph Sheller.

Automatic Scales: 1 ½-bu., 1 1-bu., 1 2-bu., 1 3-bu., 1 Fairbanks Bagging Scale.

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New Cyclone Dust Collector. Tighteners, 10 Clutches, 1 Corn Drier, Steel Conveyors all sizes, Blowers, Elevators, Corn Cleaners, Corn Scourers, Corn Meal Bolters.

Wheat Cleaners and Separators, 1 Nordyke & Marmon 3 pr. high Feed Roll 7x18, Noye 3 pr. high 9x24, Allis 9x24.

Pulleys, Hangers, Shafting.

All supplies for the elevator.

A. D. HUGHES COMPANY, Wayland, Mich.

MACHINES FOR SALE.

OWENS DUAL CLEANER No. 50 for sale, good as new. Big discount. Address B. C. Clement, Elmwood, Wisconsin.

ATTRITION MILL.

Two 36-in. Bauer Ball Bearing Attrition Mills cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FEED MILL MACHINERY.

1 8-ft. Brown Portable Bag Piler with Motor.
2 50-h.p. Allis Chalmers Induction Motors with starter.

1 7½-h.p. Fairbanks Motor with starter.

1 large size Williams Pulverizer.

1 Eureka Improved Batch Mixer.

1 9x30-in. dbl.rlr. mill, LePage Corrugations.

1 36-in. Alfalfa Breaker.

1 Bowsher No. 10 Combination Mill.

1 Special Feeder for Williams Pulverizer.

1 Eureka 453-A Cracked Corn Separator.

1 Monitor No. 5 Cracked Corn Separator.

Various Spiral Conveyors, Dust Collectors and Pipe, also Elevator Leg, Boot and Head.

1 Howe Dormant Scale, 3,500 cap.

7 Style B Draver Percentage Feeders with master drive.

1 2½ bu. Richardson Portable Sacking Scale.

1 5 bu. Fairbanks Elevator Automatic Scale.

1 Howe No. 1005 Special Scratch Feed Cleaner.

1 Singer Motor Drive Bag Mending Machine.

1 13 Western Warehouse Corn Sheller.

1 Eureka No. 31 Horizontal Oat Clipper.

1 Freeman No. 4 Grn. Cleaner & Corn Sheller.

1 Union Special Jr. Bag Closing Machine.

1 Ross Oat Huller.

Above machinery in first class condition. Detailed description and price upon request.

DIAMOND MILLS, Evansville, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burke Co., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.



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write us for delivered prices

Reduces Tolls

Avoids Expensive Inaccuracies

Pope & Eckhardt Co., prominent Chicago Grain Commission Merchants, commend the Universal Grain Code. This company has used this Toll Saver continuously since its publication. Read the convictions of a user:

Chicago, Dec. 19, 1924.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

We have used the UNIVERSAL GRAIN CODE extensively since this book was made available to the Trade some years ago. We find it is a Code that can be used much more freely in expressing desired information on orders, purchases, sales, prices and other intimate matters involved in the Grain Trade; therefore, that it demonstrates without further explanation, a saving in cost which we consider a most important item. It is sure that with a much larger number of words, that can be used to give expression to what is desired to communicate with our country patrons that it offers occasionally a few more difficulties to prepare a message, but that is quickly overcome with increased familiarity with the book.

We have found that our customers also use this book extensively and find it convenient and profitable, even if for no other purpose than saving of telegraphic tolls.

We consider it a most useful and desirable book for use in the Grain Trade and the various interests related thereto.

Very truly yours,

POPE & ECKHARDT CO.

EAD-B

When such companies as this place so strong an endorsement on any code, it is conclusive proof that it possesses real merit.

Follow the example of the Pope & Eckhardt Co. and its customers; stop the leaks in your business by using an accurate, toll saving, grain, feed and seeds code.

Printed on rice bond paper, 146 pages, substantially bound in flexible leather, size 7x4½ inches, weight 5 ozs. Price, f. o. b. Chicago, \$3.00. Book paper, board covers, \$1.50.

Grain Dealers Journal
309 So. La Salle St. Chicago, Ill.

SEEDS FOR SALE—WANTED

Directory

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CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

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Council Bluffs Seed Co., seed corn, nothing else.

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North American Seed Co., wholesale grass & field seeds.

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SEEDS FOR SALE.

FOR SALE—Hog, Siberian, Early Fortune and Common Millet. Sudan. Can furnish in straight or mixed cars. Address Reimer Smith Grain Co., Holyoke, Colo.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

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Grain Dealers Journal

309 So. La Salle St., CHICAGO, ILL.

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Send samples for bids. Ask for samples and prices

COURTEEN

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Weekly Price List on Request.
Milwaukee, Wis.

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FIELD SEEDS

CRAWFORDSVILLE, INDIANA

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.



Eight 500 Bushel Morris Driers

MORRIS *Dust Collecting* Automatic Grain Drier

Uses fresh air in both drier and cooler.

Automatically regulates the flow of grain.

Every kernel gets the same uniform treatment.

Strength of air current adjustable to provide maximum amount for any grain, light or heavy.

All dust is removed and collected.

Prevents the danger of dust explosions and fire.

Cleans the air in the drier house, ending the dust nuisance.

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GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, DECEMBER 25, 1925

The staff of the Grain Dealers Journal extends the season's greetings to its many friends in the trade and wishes all a happy and prosperous new year.

GRAIN BOUGHT at the right price is easily sold.

THE WELL COOPERED and carefully lined car can generally be depended upon to deliver its load at destination. Try it.

PUTTING OFF needed repairs until farmers are rushing grain to the elevator is one of the most expensive practices indulged in by any of the procrastinators.

THE WONDERFUL growth of the trade in commercial feedstuffs should impress country elevator operators with their opportunity to add a profitable sideline.

FEWER shipments of new corn are reaching destination damp and heating so the shippers of the corn belt are not suffering so severely from discouraging discounts.

BECAUSE the cipher code you are using substitutes "time of delivery" code terms for time of shipment practices does not relieve you from complying with the letter of your contracts.

COUNTRY ELEVATOR operators who found it necessary to use an axe to move their stored oats last spring are now taking advantage of an occasional quiet day to turn a little grain from each bin in order to detect the condition of the house's contents.

THIEVES are quite active in helping themselves to stocks of seed stored in Kansas elevators so it is evident that some houses are not locked securely and that a night watchman would prove a good investment.

THE CLOSE of the year affords an opportunity to review the causes of losses and gains accumulated during 1925, and its careful study should help all thoughtful grain dealers to a more profitable business for 1926.

SO MANY improved machines for cleaning grain are now on the market it seems wanton waste to ship dirty grain. The freight on the screenings combined with the losses due to dockage and discounts, would more than pay for an efficient cleaner each season.

A SOUTH DAKOTA correspondent writes, "The belt broke and many of the cups were ruined." That is one time that the economy of using a cheap or worn out belt proved disastrous. The best belts obtainable are always the most economical in the long run.

THE CORN SHIPPER who has a good drier and used it last month more than earned the original cost. Not only have such shippers been able to realize the top of the market for their corn, but they have escaped the losses incurred by other corn shippers due to heating and misgrading.

HI OVERBIDDER watched the growth of his annual deficit with regret and remorse and the more he reviewed the overbidding contests of the past year the more firmly he was convinced of the folly of forcing his business into the red each year. He firmly resolved that his 1926 loss should be less even though he did little business. Some dealers handle grain at a profit every year and all can do so if they will carefully study the needs and opportunities of their business.

FIELD SEEDS have been profitably handled by grain dealers so many years it would seem to the advantage of every grain dealer to make a study of this line to the end that greater efficiency may result in greater returns not only for the dealer but for farmer patrons. The ever changing conditions of seed crops and in the demand of different seeds from new sections, makes it doubly important that the country dealers study closely the needs of different sections. Shipping to or buying from the same market year after year may prove profitable to some, but an occasional investigation of the merits of more distant markets will often prove doubly profitable.

THE WASTE, inefficiency and extravagance of every government which has had the temerity to engage in the grain business should force every knowing grain dealer to oppose any new venture of government into the grain business. No one is ever benefited by the excursion of a government into business except the bureaucrats who feed at the public trough. The service rendered is so indifferent and expensive as to prove a perpetual bar to business and the expense is invariably several times that incurred through the operation of the same industry by private enterprise. In the interest of all concerned the government should be kept out of the grain business.

ELEVATOR OPERATORS seem determined to make more repairs and improvements the coming season than for several years past. This is due not only to the fact that they have greater opportunities for improvements than heretofore, but most of them also have more confidence in the future of the business.

THE VOLUMES of misinformation circulated this season about the amount of wheat produced in foreign lands has forced the holders of unhedged wheat to accept a larger profit than they expected. Profiting by this year's experience wheat owners will not be in a hurry to market all their holdings so soon after the next harvest.

CORN CRIBBERS who have put up a good supply of damp corn without installing ventilators are sure to be in a regretful mood when they take the grain out of the crib. In the Northwest spouting about one foot square with wire screen sides was installed in wheat bins with good results. In the absence of more efficient ventilators the same style of spout could be used in cribbed corn with profit.

THE FEDERAL TRADE Commission's new practice of settling cases by stipulation accomplishes everything that can be secured by a trial and saves the public expense. The objection to settling cases by stipulation, to quote one of the new members of the Commission, is that "It tends to lessen the publicity that the demagog and the fanatic wish to use in their propaganda of socialism and discontent."

ONE ILLINOIS and one Indiana elevator were burned recently as the result of a fire which started in the cupola doubtless as the result of a hot box or shafting out of alignment. It is easy to start a fire with either difficulty resisting the smooth operation of the machinery. Many of the fires which start in the cupola of grain elevators would be obviated if elevator operators were more vigilant in their inspection of the cupola machinery.

CHANGING THE PRICE bid for grain too frequently breeds discontent among the sellers and invariably reduces the average profits of the buyers. At many stations in South Dakota elevator operators take a week about to set the price paid for the different kinds of grain and the prices paid have always been so fair that the state warehouse commission has not even questioned the practice. Even though the prices do change every five minutes in the central markets, no country dealer can take advantage of every change. Some dealers in sections supplied with continuous quotations over the radio seem to be suffering from the impression that they can afford to change the price bid just as frequently as the price changes in the central market. This is impractical and will surely force heavy losses upon every wagonload dealer who attempts it. A carlot handler might be able to protect himself on such changes, but it is very difficult for the wagon lot buyer to give his patrons the advantage of every rise in the market without rushing into the bankruptcy courts. Many of the daily advances are wiped out before the dealer can get his grain to market.

HOLDING corn on the farm is usually a good practice if the owner is out of debt, but if paying interest on a heavy indebtedness it would surely be a poor time to speculate even tho the promoters of the National Corn Growers Ass'n ordered it. Even the ruling price is not guaranteed for spring delivery and the loss due to shrinkage, ratage, deterioration, thieves and interest on the money tied up in the corn are sure to reduce the returns from delayed sales.

FIGHTING for grain has been such a common pastime among the grain dealers of Pocahontas County, Iowa, during the last three years that three firms have gone broke and several others are badly crippled. The bankers, the general merchants and the farmers have all suffered from the bad failures and should be in a mood to discourage over bidding for grain. However, Iowa is not the only state where cutthroat competition is indulged with disastrous results.

HERE IS a suggestion from Oklahoma that will startle the elevator owners of that state. It is proposed that the state provide a public grain warehouse in each county. The state is already well supplied with elevators and any grain owner who desires to store his grain can obtain satisfactory accommodations at his nearest station. It will not be necessary for him to go to the county warehouse. State grain warehouses are no more needed in Oklahoma than a hot water bag would be needed in Hell.

THE SIDE TRACK and site rental lawsuit reported in this number of the Journal, wherein the grain elevator operator and the insurance company recovered in full from the railroad company for loss of the plant by fire, has no bearing on the effect or validity of the clause usually found in these leases exempting the railroad company from liability. In this instance the elevator company recovered damages because no lease was in effect, due to the courageous determination of the elevator management not to sign a lease requiring it to pay an exorbitant rental. Grain dealers who do not insist upon the rentals for their sites being made low enough to correspond with the rental value of other lands in their vicinity may be less fortunate than the elevator company at Mexico, Ind.

GRAIN SHIPPERS would profit largely by studying closely every new grain tariff and freight regulation affecting shipments of grain and seeds to and from their territory. Depending on the local station agent for the legal rate has often forced heavy losses on shippers when a handsome profit was expected. Many railroad station agents make little effort to keep posted on rates affecting the shippers of their stations, so the shippers who make no effort to keep posted suffer as a result of the ignorant station agent. We recall the profitable experience of a dealer at Albany, N. Y., who learned of a new transit privilege through a news item and did a wonderful business for nearly three years before competitors discovered how it was done. It always pays to keep posted on what is transpiring that affects your business.

THE HAY CROP according to the latest report is 14,000,000 tons less than in 1924 and 9,500,000 tons below the average. That is enough to effect a material increase in the demand for other feeds. The spreaders of discontent among the corn growers will be sore about this, because large crops and the resulting low prices always put the farmers in a receptive mood for any wild scheme that promises something for nothing.

AFTER SURPLUS control has been placed within the power of the producers by law we may expect an inquiry into the reasons for the advance in prices, such as the inquiry recently prosecuted by the English Food Council, in the interest of the consumers. Now we have in the United States no organization of the consumers; but they will be heard from as soon as the consumer learns that the foreigner is getting for only 75 cents the same wheat that the domestic consumer is forced to pay \$2 per bushel for.

INSTEAD of standing on the side lines and watching the Farm Bureau Federation procure the enactment of a surplus pooling law that may be unnecessarily destructive to the grain dealers, the organized dealers will do well to keep in touch with the movement and take part in the drafting of any law so that the purposes of the Buro may be accomplished in a businesslike way without disrupting existing channels of trade. When the United States entered the World War the millers obtained an arrangement with the U. S. Food Administration that protected their profits, because they had at Washington as their spokesman one Minneapolis miller of broad vision who offered the Food Administration effective co-operation, and got something for the mills in return. No grain surplus handling scheme should be made effective without having incorporated in it such suggestions as the grain dealers are able to make protecting their own interests.

PRICE FIXING by the federal government on the portion of farm crops sold to the domestic consumer is a responsibility the present administration desires to avoid. It would put the government into business. At the same time it is possible that the administration might approve legislation empowering the farmers to form pools in the various crops to export the surplus and divide the loss among the producers, allowing the latter to recoup themselves to the extent permitted by the import duties by raising the price on the portion sold at home. This was done by the beet sugar "cartel" of Germany, which maintained the price at a high level in Germany while selling the surplus abroad at a low price. It goes without saying that the farmers of the United States can get anything they want from the Congress and from this or any other administration. They have only to formulate their ideas into some concrete plan that will square with the constitution and not do violence to the contract rights of the individual. To gain the support of the producers such legislation should pool each commodity separately; and to gain the consent of the general public there should be no raid on the treasury to pay any part of the costs.

HORSES have never been known to fall into a dump sink, the opening to which was covered by iron grating. While there are many dump pits which are open and still have a clean record of no accidents, every now and then one of these open pits results in disaster as was the case of the Buck Grove Elvtr. Co., Buck Grove, Ia., this month. When horses fall into dump pits it is extremely difficult to get them out without broken legs or backs. The news of accidents drives farmer trade to other elevators which are equipped with safe dumps. Whenever in doubt as to the safety of your dump doors, better make a careful inspection and repair the floor before it is too late to save you from heavy damages or a loss.

ARGENTINA'S government seems to have begun a thoro investigation of the possibility of leaks in its crop estimating department; and into the charge that the figures have been changed to suit the market position of high officials. However, the government is taking the wrong course in making too much of the source of the charges, since those receiving information in confidence can not be expected to divulge the source, and the inquiry may come to nothing for that reason. What we all want to know is: Do the reports on the condition of the crops come from reliable local correspondents in Argentina; and, assuming that the local reports correctly report the conditions, does the central office correctly report the acreage and condition figures?

SHIPPERS everywhere will be deeply interested in the decision of the Supreme Court of Oklahoma in the case of Whitlock and Holloman vs. Billingslea & Parker in which the court holds that the destination weights and grades provided for in the contract are the ones which govern in settlement and that no fair consideration of such a contract can hold the shippers to shortages that occur after rebilling to other distant points. In this case the contract called for settlement on the basis of Enid weights and grades but the buyer settled on the basis of weights obtained in Kansas and Louisiana. The all too common practice of trying to make the shipper responsible for weights and grades until his grain reaches the final consumer is unfair and will not be upheld by any court.

UNIFORMITY of rules governing contracts made subject to the regulations of the different grain exchanges gained considerable ground recently when the Kansas City Board of Trade changed several of its important rules to make them correspond exactly with the rules of the Grain Dealers National Ass'n as reported in the last number of the Journal, page 708. This change is not merely a graceful recognition of the Ass'n which was the guest of the Board a few months ago. The action of the Board makes it easier for the shippers on the border line of its regular territory to trade with Kansas City, since they can take advantage of attractive bids or the occasional higher market level without taking the trouble to study the rules of that market, on what constitutes a carload, for example. The merchants also gain in the esteem of the outside trade as evincing a disposition to concede something to the other fellow.

A GASOLINE ENGINE in the Farmers Elevator at Crestline, Kansas, exploded recently, doing much damage to property and killing the manager. An explosion of this character is of such rare occurrence that it would seem possible to prevent it. Precaution could at least be taken which would minimize the damage resulting from such explosions, by installing the gasoline engine in a fire-proof room.

GRAIN SAMPLES sent by mail are receiving such indifferent handling by the postal employees that their value to traders is virtually destroyed by the many delays. Some traders are securing prompter handling by sending smaller samples and stamping mail with large rubber stamp, "FIRST CLASS MAIL." If all dealers who send samples would provide themselves with a rubber stamp of this character it would no doubt prevent many of the delays and reduce the average time taken to secure deliveries of the samples.

THE LOUD MOUTHED demagogues and socialists who have been trying to force the government into the export grain business will surely be tickled pink by the new law just promulgated at Cairo which prohibits the Egyptians planting more than one-third of the arable land with cotton in 1926. Those found guilty of violating the law will be fined or imprisoned or both. Creating a scarcity will no doubt effect an increase in the price very quickly, while the artificial boost proposed for our export grain trade will only stimulate farmers to greater production in this country. The agitators would not get far with our politicians who are familiar with the economic laws unless they had threatened them with an avalanche of votes. While it is doubtful if any sane farmer would ask the government to lend its influence in building up an artificial price for grain, the agitators will never hesitate to champion any proposition that will gain them the support of the misinformed and misguided grain producers of the land.



To You.

Heart-woven, may Christmas be to you
With friendships old and friendships new,
Dream-spun the joys we wish for you
With dreams that quicken and come true.
Home-spun the loves we wish for you
Woven with good will for others, too.
The Journal would hasten that divine day
When the Christmas spirit will come to stay.

—Myrtle Dean Clark.



Arbitration Agreements Now Enforcible.

Jan. 1, 1926, will be a milestone in commercial arbitration, for on that day the new United States Arbitration Act will go into effect.

Until this law was enacted the curious situation existed in this country that the clause in a contract providing for arbitration was the only part of the contract that was not enforceable. This condition came about from the zealous retention by English courts of their jurisdiction. The English jurists frowned upon any proceeding that would take disputes out of their jurisdiction, and the United States followed the common law, until in 1920 the State of New York enacted an arbitration law. New Jersey followed; and now the federal government has made this salutary principle effective everywhere in disputes arising out of contracts, maritime transactions or commerce among the states or territories or with foreign nations.

Hitherto when a member of the Grain Dealers National or a state ass'n refused to arbitrate, and there have been scores of such cases, the only recourse of the Ass'n has been to expel the recalcitrant member. The plaintiff in the case would have to go to law to get his dues.

Now it will not be necessary to expel the member, as under the Arbitration Act, the party desiring arbitration can go to the federal court in his district and compel arbitration.

Avoiding a "Squeeze" in December Contracts.

For the first time in the long and honorable history of the Chicago Board of Trade its officials have in their possession the information, in advance, as to the individuals and corporations that are long or short in an expiring future with a shortage of contract stocks.

The business conduct com'te now is getting reports daily from the Grain Futures Administration on all trades even as small as 1,000 bus. open at the close of business each day in the December wheat future. This liaison between the Grain Futures Administration and the Board of Trade is effected by exchange of information between the grain exchange supervisor and the business conduct com'te of the Board, and is the first fruit of the change in the rules of the Board as desired by the Sec'y of the U. S. Department of Agriculture, to make the Board responsible for the conduct of trading.

The present business conduct com'te has no precedents to guide it in the execution of its grave responsibility. Whether to give a Wall street speculator who is long December the same consideration as a miller who bought December to grind, by enforcing in favor of both the contract, or by suggesting to either that it is advisable to close out their contracts without standing for delivery? Whether to canvass the longs and ascertain whether they will stand for delivery and then convey this information to the shorts and hedgers long before the last delivery day with a caution to get their wheat to Chicago for delivery, or take their medicine as defaulters?

Refusal of Check Must be Prompt.

A note for \$5,000 contained a clause that if the semi-annual interest payments became overdue, both interest and principal became immediately collectible at the option of the holder of the note, which was secured by mortgage.

Three days after the first installment of interest was due the borrower mailed a check for the interest, which check was received the following day and retained by the lender three days more. On the fourth day the lender brought suit to collect, not only the interest but the full face of the note.

The Supreme Court of Oregon decided against the lender on the ground that by starting suit on the note he waived the mortgage, and that the lender had no right to retain the check and also start suit. The court said:

Having taken the check without objection "at the time" when given, as it was, in payment of the interest, it was the plaintiff's duty to treat the check according to the due course of such commercial paper and present it for payment at the bank upon which it was drawn, giving prompt notice to the drawer in case of dishonor. If it had not been paid, he then could have returned it and pressed his original cause of action; but his retention of the check without objection postponed his right to commence his action. Checks are so universally employed in business transactions as a means of discharging debts that it would be intolerable to allow a creditor to take his debtor's check without objection and retain it without an effort to collect it for several days and then bring action on an accelerating clause when he had lulled his debtor into a sense of security.—240 Pac. Rep. 549.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. Y. C. 44177 passed thru Scotts, Mich., looking as tho 6 or 8 tons of coal had been picked from the middle of the car.—H. R. White, White Bros.

C. B. & Q. 119088 passed thru Hendley, Neb., east bound, on Sept. 29, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. B. & Q. 110226 passed thru Hendley, Neb., east bound, on Sept. 22, leaking wheat at the door post.—G. W. Query, mgr., The Farmers Business Ass'n.

C. & N. W. No. 91526 leaking grain at sides when passing thru Clinton, Neb., on Sept. 2.—Jas. G. Motz, mgr., Clinton Grain Co.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Dec. 29-31.—Official Seed Analysts Ass'n at Kansas City, Mo.

Jan. 19-21.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

Jan. 21. Colorado Grain Dealers' Assn. at Denver, Colo.

Jan. 21, 22. Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Peoria, Ill.

Feb. 22-25. North Dakota Farmer Grain Dealers' Ass'n at Grand Forks, N. D.

Feb. 27. Texas-Oklahoma Cereal Chemists Club at Wichita Falls, Tex.

Grain Dealers National Ass'n at Buffalo, N. Y., dates and headquarters to be announced later.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How to Get a Sample of Italian Wheat?

Grain Dealers Journal: How could I obtain a little wheat from Italy, described in the Journal, page 723 as "Ardito" wheat. How could I obtain a sample of Garnet wheat?—R. E. Clouse, Clarkston, Wash.

Ans.: Ardito wheat probably can be obtained from the Ferazione Italiana dei Consorzi Agrari at Piacenza, Italy, or from a grain dealer in Northern Italy, such as the "Societa Silos Livornesi," which operates a large grain elevator at Leghorn, Italy.

Garnet wheat is grown in Alberta, Canada, and probably sample could be procured from the Western Canadian Society of Agronomy at Edmonton, Alberta, Canada.

Gettysburg, S. D.—Albert Schellenbach and Wm. Smith pleaded guilty to grand larceny in connection with the theft of 47 bus. of wheat in the court here and each was sentenced to 1 year of hard labor in the state penitentiary at Sioux Falls. Some elevators lock all openings every night.

U. S. Arbitration Law Effective Jan. 1.

The United States Arbitration Law was signed by the president and became law on Feb. 12, 1925. It will be effective Jan. 1, 1926.

The law makes valid and enforceable the written provisions of agreements to arbitrate.

Sec. 3 provides that if any suit or proceeding be brought in any of the courts of the United States upon any issue referable to arbitration under an agreement in writing for such arbitration, the court in which such suit is pending, upon being satisfied that the issue involved in such suit or proceeding is referable to arbitration under such an agreement, shall on application of one of the parties stay the trial of the action until such arbitration has been had in accordance with the terms of the agreement, providing the applicant for the stay is not in default in proceeding with such arbitration.

Sec. 4 enables a party aggrieved to get the other party into court on five days' notice to arbitrate as provided by their written agreement.

The adoption of the statute does not mean that parties who have agreed to arbitrate and, after the controversy arises, are still willing to arbitrate and abide by the results must come into court or submit to any legal interference whatever. The arbitration proceeds as though the statute were non-existent. There is no interference by the courts.

Where one party refuses to carry out the agreement, however, the other party now has a remedy formerly denied him. This remedy is not, as has been suggested, equally cumbersome with the old actions in the courts, nor is there any prospect that it will ever become so. At the outset the party who has refused to arbitrate because he believes in good faith that his agreement does not bind him to arbitrate, or that the agreement is not applicable to the controversy, is protected by the provision of the law which requires the court to examine into the merits of such a claim. Such examination is, however, made summarily, so that there is a minimum of delay and expense.

The procedure for the enforcement of arbitration agreements is very simple. It reduces technicality and formality to a minimum.

The Delay of Samples in the Mail.

Grain merchants have experienced delay in handling samples by mail thru the larger post-offices, particularly since the grain samples were placed in the parcel post class. The Grain Dealers National Ass'n at its Kansas City convention adopted a resolution protesting against the inefficient handling of samples; and Postmaster General New replied as follows:

Delay at Large Centers.

"When such articles are sent first-class they should receive the expedited movement that is given that important class of mail matter. All instructions issued by the department contemplate this character of handling. Of course, it should be understood that when such samples are sent under postage applicable to the class in which they naturally belong they receive the movement given that class of mail. In many cases this is the same as the first-class movement, but at certain large centers during the peak hours of the day the first-class mail is given preferred attention. This does not necessarily mean delay for other classes, but it does mean that first-class mail is given preference."

Chicago grain receivers have complained to the Chicago postmaster. A few of the dealers give their experience as follows:

Chicago Receivers Complain.

Wm. J. Farrell, of Jackson Bros. & Co.: On samples sent out we have not had noticeable delay.

Frank G. Ely: One-half of our samples are not delivered at all judging from our correspondents' complaints that samples are not received. To get delivery we have adopted the practice of sending samples in a small envelope, sealed, as first-class, under first-class postage.

Louis T. Sayre, Rosenbaum Grain Corporation: We have not experienced delay of samples in the mails, largely because we send samples as first-class mail, and when prompt delivery is necessary put on a special delivery stamp. Another reason we get good service is that the postoffice employees do not know the package is merely a "bag of grain" as we always wrap paper around the bag, instead of sending out a bag with a tag attached to it.

Geo. E. Booth of Lamson Bros. & Co.: There is considerable delay in handling samples by parcel post. The service is entirely undependable. We cannot tell when the samples will reach destination. We get prompt service, usually when we send as first-class mail, marking the sample "First-class" in large letters. We notice that when samples are sent to us from points not more than 200 miles distant the letter of advice will reach us two or three days ahead of the sample.

Guy Runyon, Armour Grain Co.: We sent out this fall over 1,000 envelope samples of wheat, less than 8 ounces each, under the parcel post rate of 4 cents, and had no complaints of delay. Four or five came back because unstamped. We have complaints from our own houses at Buffalo, New York, Philadelphia and Minneapolis, and have had to wire back for the samples they had sent us that we never received. We sent a sample to a milling company in this city for a test but it never was received. The samples from our country stations get in to us on time. Our delays, and we had the delays before the classification of samples was changed, occur on samples from the larger grain centers. Nearly all our samples go out parcel post. We send some special delivery and a few under the new "special handling" 25-cent stamp.

Frank Searl, of J. C. Shaffer Grain Co.: Samples sent by us May 12 were not received until May 19 at Memphis, Tenn.; and samples sent May 11 were not received until May 15 at St. Louis, Mo. We took up the matter with the post office department, our correspondents having sent back bags showing the Chicago postmark and giving the date received. We never had any complaint until the postage rate was changed, after which it seems our samples were just thrown aside. The postmaster suggested we prepay at 2 cents an ounce and mail first-class; and we have been doing so, keeping our samples under eight ounces. We mark the samples in large letters "First-class" and con-

template having a special rubber stamp for this. Another way to make sure of first-class handling is to take the samples to the drop window in the post office for first-class mail, instead of dropping them in the street boxes.

The Co-operative Marketing Bill.

Representative Haugen of Iowa, chairman of the House Com'te on Agriculture, on Dec. 21 introduced the co-operative marketing bill, which has administration support as being the limit to which government can go towards promoting the interest of the farm producers. The bill reads as follows:

A bill to create a Division of Co-operative Marketing in the Department of Agriculture; to provide for the acquisition and dissemination of information pertaining to co-operation; to promote the knowledge of co-operative principles and practices; to provide for calling advisers to counsel with the Sec'y of Agriculture and co-operative activities; to authorize co-operative ass'ns to acquire, interpret and disseminate crop and market information and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled:

Products Embraced.—Sec. 2. That when used in this Act—

(a) The term "agricultural products" means agricultural, horticultural, viticultural, and dairy products, livestock and the products thereof, the products of poultry and bee raising, the edible products of forestry, and any and all products raised or produced on farms and processed or manufactured products thereof, transported or intended to be transported in interstate and / or foreign commerce.

Creation of Co-operative Division.—Sec. 3. The Sec'y of Agriculture is hereby authorized and directed to establish a Division of Co-operative Marketing with suitable personnel in the Bureau of Agricultural Economics of the Department of Agriculture or in such Bureau of the Department of Agriculture as may hereafter be concerned with the marketing and distribution of farm products.

Duties of Co-operative Division.—Sec. 4. The duties of this Division shall be to render service to ass'ns of producers of agricultural products, and federations and subsidiaries thereof, engaged in the co-operative marketing of agricultural products, including processing, warehousing, manufacturing, storage, the co-operative purchasing of farm supplies, credit, financing, insurance and other co-operative activities, and shall include the following:

(a) To acquire, analyze and disseminate economic, statistical and historical information regarding the progress, organization and business methods of co-operative ass'ns in the United States and foreign countries.

(b) To conduct studies of the economic, legal, financial, social and other phases of co-operation and publish the results of the investigations. Such studies shall include analyses of the organization, operation, financial, and merchandising problems of co-operative ass'ns.

(c) To make surveys and analyses if deemed advisable of the accounts and business practices of representative co-operative ass'ns upon their request; to report to the ass'n so surveyed the results of these investigations; and with the consent of the ass'n so surveyed to publish summaries of the results of such surveys, together with similar facts, for the guidance of co-operative ass'ns and for the purpose of assisting co-operative ass'ns in developing methods of business and market analysis.

(d) To confer and advise with com'tes or groups of producers, if deemed advisable, that may be desirous of forming a co-operative ass'n and to make an economic survey and analysis of the facts surrounding the production and marketing of the agricultural product or products which the ass'n is formed would handle or market.

(e) To acquire from all available sources information concerning crop prospects, supply, demand, current receipts, exports, imports, and prices of the agricultural products handled or marketed by co-operative ass'ns, and to employ qualified commodity marketing specialists to summarize and analyze this information and disseminate the same among co-operative ass'ns.

(f) To promote the knowledge of co-operative principles and practices and to co-operate with educational and marketing agencies, co-operative ass'ns and others.

(g) To make special studies, in the United States and foreign countries, and acquire and disseminate such information and findings as may be useful in the development and practice of co-operation.

Paying Expenses of Co-operative Workers.—Sec. 5. The Sec'y of Agriculture is authorized, in his discretion, to call advisers to counsel with him relative to specific problems of co-operative marketing of farm products or any other co-operative activity. All persons called into conference, as provided for in this section,

may be paid actual transportation expenses and not to exceed \$15 per diem to cover subsistence and other expenses while in conference with the Sec'y and en route from and to their homes.

Sec. 6. Persons engaged in the production of agricultural products as farmers, planters, ranchmen, dairymen, nut or fruit growers, and other like agricultural activities, acting together in ass'ns corporate or otherwise, in collectively processing, preparing for market, handling and marketing in interstate and / or foreign commerce, such products of persons so engaged, may acquire, exchange, interpret and disseminate past, present and prospective crop, market, statistical, economic and other similar information by direct exchange between such persons, and / or such ass'ns of federations thereof, and / or by and thru a common agent created or selected by them.

Appropriation of \$225,000.—Sec. 7. The Sec'y of Agriculture may make such rules and regulations as may be deemed advisable to carry out the provisions of this Act and may co-operate with any department or agency of the Government, and State, Territory, District or possession, or department, agency, or political subdivision thereof, or any person; and may call upon any other Federal Department, board or commission for assistance in carrying out the purposes of this Act; and shall have the power to appoint, remove and fix the compensation of such officers and employees not in conflict with existing law and make such expenditure for rent, outside the District of Columbia, printing, telegrams, telephones, books of reference, books of law, periodicals, newspapers, furniture, stationery, office equipment, travel, and other supplies, and expenses as shall be necessary to the administration of this Act in the District of Columbia and elsewhere, and there is hereby authorized to be appropriated out of any moneys in the Treasury not otherwise appropriated the sum of \$225,000 to be available for expenditure during the fiscal years 1926 and 1927, and the appropriation of such additional sum as may be necessary thereafter for carrying out the purposes of this Act is hereby authorized.

Sec. 8. That if any sentence, paragraph or part of this Act shall for any reason be adjudicated by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder of this Act; and nothing contained in this Act is intended, nor shall be construed, to modify or repeal any of the provisions of the Act of Feb. 18, 1922; Chapter 57, 42 Statutes at Large 388.

A Banker Offers to Buy Corn.

Julius Kunz, a prominent Iowa banker who also owns 55 farms and 12 grain elevators in the north central part of the state placed a display advertisement in his local newspapers offering to pay 70 cents a bu. for No. 2 corn delivered in July.

"Every farmer who can possibly do so should hold corn until next summer," he declares. "Should a heavy movement of corn start to market, a reduction in price is inevitable."

So he makes his 70 cents a bu. offer, for July delivery, presumably at his elevators. Not such a terribly high price for good, dry, cool and sweet No. 2, which will arrive just in time to be used for fattening hogs. Considering the weight of the corn now and the weight it will have then, it is hard to see where the difference in price gained by holding will make the farmer such a large profit.

Recommendations of Tax Revision.

With regard to the administration of the Bureau of Internal Revenue the Chamber of Commerce of the United States has made the following recommendations:

Publicity: Income tax returns should not be open to public inspection and the amount paid by any taxpayer should not be published.

Arbitrary Assessments: Authority to impose same should be denied Commissioner, who should take taxpayer's statement as final, in absence of fraud, when unable to complete audit within limitation period.

Assessments Within Three Years: In absence of fraud additional assessments upon incomes should not be made after three years from filing of original returns.

Tax Rulings in Treasury: All should be published and made available to taxpayers.

Prohibition Enforcement: Commissioner should be relieved of any duty to police violations of prohibition law.

Tentative Returns: Should be permitted taxpayer on present due date, with right to file final returns three months later.

1925—The Grain Trade—1926.

BY FRANK L. CAREY, PRESIDENT CHICAGO BOARD OF TRADE

Farm prosperity is now an established fact. Slowly but steadily agriculture has risen from the slough of depression. Today the horizon is clear and the future outlook splendid.

Underlying farm conditions are healthy and sound. The farm credit situation is good. The balance between farm products and other articles has attained a more equitable status. This gradual readjustment should continue.

Higher prices and large production gave agriculture a greater total income in the crop year of 1924-25 than in any year since 1920-21. Perhaps nowhere is the improved farm situation more clearly reflected than in the farm machinery field. That industry has definitely emerged from its long siege of depression.

This is the second consecutive year of high wheat prices. Other grains, generally speaking, have brought good returns. Hence the American grain producer, who sustained a terrific blow during the post-war period of price deflation, has attained a financial safety far beyond that possible by means of legislative panaceas.

Advocates of price-fixing legislation have not wholly ceased their efforts. But they have been obliged to admit that conditions as to agriculture have improved amazingly without the schemes which a little more than a year ago seemed to them absolutely essential. Now they argue that weather conditions and small crops elsewhere have brought about a favorable situation which might be reversed in another season.

Price-fixing opponents do not deny that excess production would cause lower values. But it is becoming more and more apparent that supply and demand alone will determine ultimate prices and that adjustment of the production to consumption requirements is the solution of the grain price problem.

Some able authorities predicted during the period of high wheat prices a year ago that probably values never would return to so-called normal levels that prevailed for so many years. Of course, reckless over-production would inevitably cause a return to these low prices. But dangers of over-production are diminishing. It will be noted that the wheat crop always finds sufficient consumers even in the years of heavy production.

North America leads the world in production of many food crops. With only about five per cent of the world's population, the United States produces about half of the cattle, one-fifth of its wheat, one-fourth of its oats, one-third of its hogs, and three-fourths of its corn.

It is true production could be greatly increased by intensive cultivation in the East and irrigation in the West. In fact, it has been estimated we could feed from three to four hundred millions of people. But with millions knocking at our door, and our own natural increase in population, it is difficult to foresee a time when this country would have to look elsewhere for food. The Americans are the world's last food frontiers. It is not unreasonable to expect greater and greater demands upon the food supply of this nation. And therein lies the chief reason to believe farm prices will continue on an upward tendency during the next few years at least, and that over-production does not hold any grave danger.

A noticeable characteristic of the past year is a further check in the movement of people from farm to city. It is another good sign for the future.

In the grain trade this has been one of the most trying years in history. Perhaps it has likewise been the most profitable, from the standpoint of progress.

It was discovered that the grain exchange machinery had not been perfected to a point where certain emergencies could be met. Therefore, almost the entire year has been given over by the Chicago Board of Trade, as well as by

other leading grain exchanges, to the readjusting of machinery, the adoption of new, far-reaching rules, and the creation of committees charged with the specific duty of protecting the public's interests at all times.

It is sincerely hoped that by reason of these vitally important changes the grain market will at last emerge from the field of politics. As is well known the exchange has for many years been bitterly assailed and criticized whenever prices dissatisfied either the producer or the consumer.

Under the new regulations which, incidentally, effect a closer cooperation between the exchange and the Department of Agriculture in the enforcement of the grain futures act, it is confidently expected that the grain market will more efficiently serve the farmer and the consumer.

If the markets are left undisturbed by agitators and unwise legislation during 1926, they will give a better account of themselves.

Some of the things accomplished during the present year include the establishment of a corporate clearing house, the right of non-resident members to vote by mail, steps to limit price swings, and the creation of a business conduct committee.

Today the whole grain exchange system is on a sounder foundation than ever before. It should have freedom from criticism and support of the public as well as all governmental and legislative agencies.

One important development of the year was the creation in Chicago of a new cotton futures market. Deliveries on contracts are made in Houston and Galveston, the great spot cotton basin. Growth of this market will not only strengthen the commercial ties of Chicago and the Southwest, but will aid the entire industry because of creating a more widespread interest in cotton.

The war was ended seven years ago, and it would appear that the time certainly has arrived when the incidence of particular forms of taxation might be considered and taxes so levied as to stimulate to the fullest our economic advancement. It would seem that the time is near, if it has not already arrived, when instead of accepting the scheme of wartime taxation and simply eliminating or reducing certain taxes from time to time in a haphazard manner, as has been the practice, that the whole scheme of excise should be examined from the viewpoint of a permanent plan of peacetime taxation.—Chamber of Commerce of the United States.



Frank L. Carey, President.
Chicago Board of Trade.

A Grain Dealer's Wish.

We want to add to others,
Our greetings warm and true,
As Christmas time approaches
Our thoughts go out to you.

A Christmas card's a poor excuse.
We'd rather, if we could,
Just give your hand a good hard squeeze
And wish you all that's good.

We hope the year has blest you
With fortune and good cheer
And the best wish we can wish you
Is a better year, "next year."

W. A. Talbot-G. M. Simpson.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Iowa Speculators Not Deserving Federal Favoritism.

Grain Dealers Journal: While not fully in accord with the direct statements of Oscar Supple of Champaign in the last number of your valued Journal, I do agree with his opinion of bureaucrats tenaciously holding their lucrative jobs thru the continued agitation of dissatisfaction among inefficient farmers.

"Orderly Marketing" is the bait used by the demagogue to snare \$5 bills from the pockets of the farmers for the furtherance of impractical marketing schemes and his own material wealth. It is only because the farmer is so poor a business man that he cannot see the impracticability of the schemes. Therein, is the exact reason why he should stick to the producing end and let the marketing man do the marketing. The moment an inexperienced man, unfitted by natural aptitudes, attempts to do a job he does not understand, waste and loss results. A production man can progress farther by sticking to producing just the same as a business man progresses best when he sticks to business.

Henry Ford is an inventor and producer. He is also a good business man, when it comes to the organization of his huge factory. But no one ever heard of Henry Ford going out and selling one or a dozen of his cars himself. That he leaves to his sales manager and the sales force. Henry sticks to the inventing and producing.

Henry Ford is the owner of a fine large farm in northern Ohio where he raises great quantities of corn and other grain every year. Again he does what he is fitted to do—sticks to the producing and leaves the marketing to men who know marketing. His surplus grain is regularly turned over to the local grain men after harvest every year. That way he contributes nothing to untried marketing schemes and is dollars ahead.

Only one reason occurs to me for Iowa being selected as the breeding ground for discontent over the price of corn. It is a fertile field. A great number of banking enterprises in that state have failed as a result of speculation in land values. Finances have become disrupted with consequent turmoil and catch-as-catch-can conduct on the part of producers and business men.

Iowa farmers will suffer no more under the present prices for their crop than other farmers in the corn belt. Probably much less. Iowa markets most of her corn in the shape of meat which commands good prices at present. In many other parts of the corn belt the farmers depend upon selling their corn.

If Iowa holds its immense corn crop in ac-

cordance with the ideas of the demagogues who advocate doing so, it will be well—for the rest of the corn belt. Other corn belt farmers will then find a ready market and will continue to supply it with their big crops, while the Iowa farmer sits down to a table supplied with food by borrowed money. When he finally markets he will find himself no better off on price, and with interest to pay on the money he borrowed.

It isn't the corn crop in Iowa that is creating the difficulties there. Iowa needs no higher prices than any other state in the corn belt. What she needs is sane, sensible producers and business people, cautious and careful investors, fewer demagogues and agitators and lower taxes.

Two national agricultural credit corporations have been formed with \$250,000 capital each to discount Iowa farmers' paper, secured by corn in cribs. Herein the government has shown discrimination in favor of Iowa. Instead of punishing Iowa for failure to deal wisely, our national government is giving the naughty child candy. With Iowa setting such an example and being rewarded, our government can soon expect a lot of the other children to be naughty. It isn't help that Iowa needs, it's just good horse sense.—A. C. McNachbour, Marshalltown, Ia.

Grain Middleman no Profiteer.

Grain Dealers Journal: One of the evils of the exaggerated profits of the middleman is the inducement to engage in trade to capture some of the big profits that are in fact non-existent.

The retail butcher who enjoys a good volume of custom soon shows evidence of prosperity, and the grocer across the way who observes this starts a new meat market, only to find by sad experience there is little in it.

I read in the Journal on page 723 of last number that 41.7 per cent of the elevators in Ohio that had been started to get the middleman's big profits showed a deficit on their 1924 business. I read that the greatest line company in Canada, which was started to get the big profits of the middleman, lost \$419,738.78 last year in the operating of its country elevators. The secretary of the Nebraska Farmers Ass'n states that the elevator companies have been gradually growing weaker financially, and that 58 have gone out of business since 1920. These 58 and the present weak companies were started to get the alleged big profit of the middleman.

The middleman is making a profit out of the country elevator business, not because of easy picking, but thru the exercise of good management and saving all unnecessary expenses. He gets rich on what a poor manager throws away. His envious neighbors make the mistake of not crediting his prosperity to close application to business.

Any bunch of farmers who want to grab off the middleman's profit ought to get into some business where the margin of profit is large, or where the cost of distribution is great. For example, let them start in the manufacture and sale of phonographs. According to Mr. G. E. Tripp, chairman of the board of the Westinghouse Electric & Mfg. Co. it costs seven times as much to sell a phonograph as to make it, five times as much to sell furniture as to make it, 6½ times as much to sell even cheap watches, as to make them.

The farmer gets 50 cents per bushel for his corn; but does it cost seven times as much, or \$3.50 per bushel to sell it? That would make the corn sell for \$4.00 a bushel on the Board of Trade. With corn selling at 75 cents on the Board of Trade, and most of the difference going for freight there is a good profit only for the dealer who understands this business and nothing for a bunch of farmers who hire a farmhand with no business experience to run the elevator.—W. R. Dawson.

Wants Grain Exchanges Closed as a Lesson.

Grain Dealers Journal: While many of those attending the recent meeting of the South Dakota Elvtr. Ass'n at Aberdeen were thorough believers in the Chicago Board of Trade, believing that it is the greatest grain market of the world, some think that the agitation against the Board perpetually conducted by the demagogues and pool promoters would cease if all the grain exchanges of this country would close for a month. If the producers and consumers of this country had to look to the grain markets of foreign lands for information as to what is a fair price they would immediately start an agitation for the reopening of the exchanges.

The great Imperial Government of Germany closed the Bourse of Hamburg and forbid future trading, with the result that this same government paid many different prices for oats in various parts of Berlin on the same day. In fact, the price range was in excess of 6 cents on the same day. There was no market to guide either the producer or the consumer. Each transaction was settled by bargaining.

As it is now in the United States, everyone can learn the exact price prevailing in any central market by referring to the market pages of the daily newspaper. All transactions are open and above board.

The trouble is the average citizen does not seem to understand that the Board of Trade is simply a well regulated trading place. It deals in nothing and is interested only in the collection, compilation and dissemination of reliable information regarding the markets and the enforcement of contracts. The only reason the Board is a bright and shining mark for the demagogues to hurl stones at is the people that the demagogues are trying to interest in their work do not understand the true functions of the Board, nor the service it renders. The many commercial activities of the present day are so complicated few men understand any line except the one they are directly engaged in, so the average citizen is properly excused from understanding the service rendered by the grain exchange.—A. P. Johnson, Aberdeen, S. D.

Contracts Safely for Farmers Grain.

Grain Dealers Journal: I am indeed glad you keep advising your readers to enter into no contract with farmer patrons without recording contract in writing. In Illinois, and I believe in several other states, one of the first considerations of a legal contract is the payment of money. We know of some dealers in the neighborhood who insist upon paying the farmer \$1.00 at time contract is signed. While the \$1.00 may comply with the spirit of the law, I have always made it a practice to go farther. I have paid the farmers who I know own their own land \$25.00 as a deposit of an earnest fee to make the contract binding for their crop of grain to be delivered to me on or before a stipulated date.

For a time we had quite a struggle at our stations because our competitors did not recognize the great advantage of recording all contracts in writing. By degrees we have educated them to the advantages of written contracts and all are now using them in contracting for farmers grain.

One of our competitors who was most reluctant to insist on written contracts adopted the suggestion he found in your Journal and instead of requiring a written contract from his farmer patrons he simply gave them a check for \$10.00 whenever he entered into a contract with them for their grain and wrote on the face of the check, "First payment on 3,000 bu. of oats to be delivered at my elevator before Sept. 1, at so much per bu. for No. 2." When the farmer endorsed the check to get the money at the bank he also endorsed the contract on the face of the check.

When you have your contracts with farmer patrons in writing you know what you can expect and you are not kept awake nights

worrying about the market price of the grain that has not yet been delivered. Slack methods of doing business can generally be depended upon for indifferent results. Dealers who want that compensation for their services to which all are entitled will get it only when they insist on receiving it.—F. J. McCreery.

Wasting Postage on Dead Firms.

Grain Dealers Journal: Tell me, how can a receiver doing business in a central market afford to send daily market information to a firm five years after it has discontinued business? We had a man discontinue business here about that length of time ago because his house was burned without being insured. He was along in years and well fixed so he didn't care much if it did burn, but ever since he has been out of business he continues to receive market reports and despite our protests he throws them around everywhere, to our disadvantage. Whenever we have been able to get one of these market letters we

have always advised the sender that the party addressed was out of business and in many cases they have thanked us and stopped sending them, but the waste involved in soliciting a man's business five years after he has discontinued ought to prove quite discouraging to a receiver looking for business. An occasional check up of mailing lists should effect a material reduction in the postage bill and would surely reduce the troubles of dealers still doing business at the stations removed from list.—C. J. Freeman.

Corn on the Ear for Headphone Users.

Extensive users of telephone and radio headphones will need to watch their steps lest they get a painful crop of corn on their ears, which may bar them from getting the markets as frequently as they would like.

Dr. Francis Blinn of New York, reports having recently treated several cases of what he terms "corn on the ear."

It appears that when tight fitting headphones are used during long sessions, calluses

form on the ear. Repeated irritation results in a corn of the same character as those which form on the feet.

The ear corn has a root and core exactly like its pedal brother and is just as tenacious of life. The remedy is said to be a shield of soft rubber placed over the earphones.

C. B. Rader Now Sec'y at Wichita, Kan.

C. B. Rader, who for five years has been sec'y and traffic commissioner of the Denver Grain Exchange Assn. will go to Wichita in the same capacity effective Jan. 1.

Mr. Rader became sec'y of the Denver Grain Exchange in 1920 at a time when it was decided by the exchange to endeavor to broaden the scope of its activities and to open a transportation department and Mr. Rader was finally selected by the board to handle this position due to his transportation experience with the carriers.

Many important and helpful changes have been accomplished for the market through his administration and Denver has become widely recognized among the shippers as a dependable market. The market has grown in five years to a point where it now handles practically twice the amount of grain it did at the time of opening the office. The rate structures have been reorganized so as to permit of a freer movement thereby allowing the dealers to compete into territories where they never before shipped. There has been much activity in many branches of the exchange and work has been directed with a view of developing and building up the grain and milling business in Colorado.

Mr. Rader for the past five years has also been sec'y of the Traffic Club of Denver as well as chairman of the Grain and Grain Products Committee of the Western Regional Advisory Board of the American Railway Ass'n.

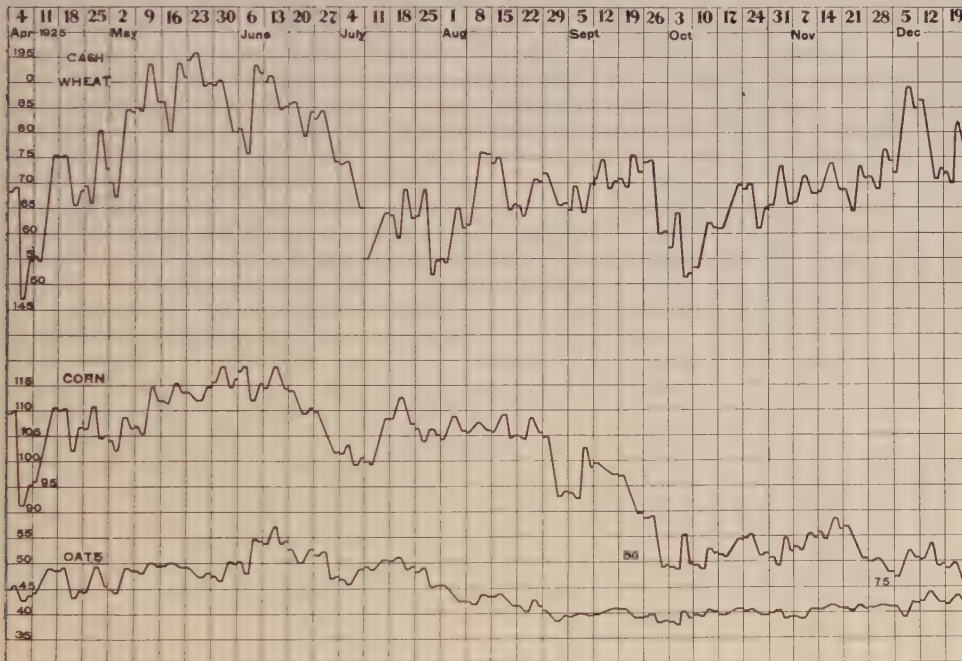
On Dec. 10, the Grain Exchange gave him a farewell dinner at the Denver Athletic Club, presenting him with a beautiful traveling bag expressing regret at his leaving. On Dec. 11, the Traffic Club of Denver gave him a testimonial dinner at the Chamber of Commerce giving him as a remembrance a beautiful diamond tie pin.



C. B. Rader, Wichita, Kan.,
Secretary Board of Trade.

Cash Wheat, Corn and Oats Fluctuations from March 30 to Dec. 19.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 winter oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following market for the past two weeks have been as follows:

	Dec. 10.	Dec. 11.	Dec. 12.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.	Dec. 18.	Dec. 19.	Dec. 20.	Dec. 21.	Dec. 22.	Dec. 23.	Dec. 24.
WHEAT.															
*Chicago	172 3/4	169	168 1/4	167 1/2	171 1/2	175 1/2	173 3/4	172	169 1/4	167	167 1/4	173	176 3/4		
Kansas City	165 1/4	161 3/4	162 3/4	161 1/2	166 1/4	167 1/2	166 1/4	164 1/4	162 3/4	160	162	169 5/8	173		
St. Louis	172 3/4	171	169	166 3/4	175 1/2	172 3/4	172	170 1/4	168 1/2	166 1/2	168 1/4	174 1/2	178		
Minneapolis	164 3/4	161 1/2	161 1/2	161 3/4	165 3/4	167 1/2	165 3/4	163 3/4	162 1/2	158 3/4	160 1/2	168 1/2	171 1/4		
Duluth (durum)	146	142 3/4	143 3/4	141 1/4	145 3/4	147	145 1/4	143 3/4	141	137 3/4	139	146 3/4	149 1/2		
Winnipeg	154 1/4	149 1/2	151 1/4	148	153 1/2	155 1/2	153	151 1/2	148 1/4	144 3/4	146 3/4	151 1/2	155 1/4		
*Milwaukee	172 3/4	169	168	167 1/2	171 1/2	175	173 3/4	172	169 1/2	167	167 1/4				
CORN.															
Chicago	78 3/4	78 1/4	77 1/2	77	77 3/4	77 3/4	75 3/4	75	73 3/4	73 1/4	73 3/4	76 3/4	76 1/4		
Kansas City	76 3/4	76 3/4	75 1/2	75 3/4	76 3/4	76 3/4	74 1/2	72 3/4	72 1/4	71 3/4	72 3/4	75	74 3/4		
St. Louis	78 1/4	77 3/4	76 1/2	75 3/4	76 1/2	76 1/4	75	73	72 3/4	71 1/2	71 1/2	75 1/4	75 1/4		
Milwaukee	78 3/4	78 3/4	77 1/2	77	77 3/4	77 3/4	76	75	73 3/4	73 3/4	73 3/4				
OATS.															
Chicago	42	41 1/4	41 1/4	40 3/4	41 3/4	41 1/2	40 3/4	40 3/4	39 3/4	39 1/2	39 3/4	40 1/4	40 1/4		
Kansas City	42	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4	41 3/4		
Minneapolis	38 3/4	38 3/4	37 3/4	37 3/4	38 3/4	38 3/4	38 3/4	37 3/4	37 3/4	37 3/4	37 3/4	38 3/4	38 3/4		
Winnipeg	46 3/4	46	46 1/4	45 3/4	46 1/2	47 3/4	47	46 1/4	45 3/4	45 3/4	45 3/4	46 3/4	46 3/4		
Milwaukee	42	41 1/4	41 1/4	40 3/4	41 3/4	41 1/2	40 3/4	40 3/4	39 3/4	39 1/2	39 3/4				
RYE.															
Chicago	102	96 1/2	96 1/4	96	100 3/4	100 3/4	99	97	94 3/4	91	91	99	102		
Minneapolis	101	95 1/2	93 3/4	93	97 1/4	98 1/4	96 1/2	94 3/4	91 1/2	88 3/4	88 3/4	96	98		
Duluth	100 1/2	92 1/2	93	92 1/4	97 1/4	98	96 3/4		92 1/2	88 3/4	88 3/4	95 1/2	98		
Winnipeg	101	96	96 1/4	94 1/4	99 3/4	101	97 1/2	96	94 1/4	90 1/2	92	98	101		
BARLEY.															
Minneapolis	64 1/2	64	64	63 3/4	64 3/4	64 1/4	64 1/4	63 1/2	62 7/8	62	61 3/4	63	63 3/4		
Winnipeg	62 3/4	62 1/2	62	61 3/4	62 1/2	62 3/4	61 7/8	61 3/4	61 1/4	60 3/4	60 3/4	62 3/4	63		

*New style.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Wooster, O., Dec. 19.—Crop conditions here are about average.—F. R. Snader, mgr. Wooster Milling & Grain Co.

Letcher, S. D., Dec. 10.—Small grain crops were fair but we are handling practically no corn.—B. M. Halladay, mgr. Farmers Elevator Co.

Riverton, Va., Dec. 10.—The grain crops in this section are unusually good this year, producing well and being of good quality.—River-ton Mills Corp.

Ranger, Tex., Dec. 10.—A large acreage has been planted to wheat for the coming year and prospects are good for the present. Last season the crop was a complete failure.—K. C. Jones Milling Co.

Lewiston, Ida.—The 1925 yield of wheat in that portion of the Lewiston grain belt east of Lewiston to Grangeville is roughly estimated at 5,000,000 bus. The total of the entire belt is around 8,000,000 bus.—E. W. Eaves, Vollmer-Clearwater Grain Co.

Lone Wolf, Okla., Dec. 20.—Wheat acreage in this vicinity will be 25% larger than it was the past year on account of the low price of cotton. Wheat is spreading nicely and has a good color. Lots of moisture is in the ground.—Gee Kendrick, mgr. Chickasha Milling Co.

Indianapolis, Ind., Dec. 24.—The corn now moving into market is in some better condition than it was the first of this month, but much of it carries a dangerous amount of moisture and doubtless will until early summer.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

Springfield, Ill., Dec. 16.—Conditions were favorable for corn husking during the past week with no precipitation except rain in the extreme south and snow in the northwest portion at the week end. Work is well along. Moisture content is high. Winter wheat is in fair to good condition but much of it is small. Sunshine was deficient in the north half of the state.—C. J. Root, meteorologist.

Scotts, Mich., Dec. 19.—This has been rather a disappointing fall to the growers in this section, as about each week from Oct. 1 up to about a week ago it has been one storm after another and even today there are quite a few potatoes under the ground. We have had an excellent corn crop which has been pretty well cured. The growers are going into the winter with good prospects for another year.—H. R. White, White Bros.

Minneapolis, Minn., Dec. 24.—Our final Government estimate of 22,000,000 bus. of linseed, a further reduction of over 300,000 bus., combined with a Canadian estimate of 6,500,000 bus., has aided in a sharp advance in the market. Our final crop estimate indicates but a small amount of flax still to be marketed in the U. S. and Canada and the heavy run of the mills is rapidly reducing reserve stocks.—Archer-Daniels-Midland Co.

Topeka, Kan., Dec. 24.—Kansas farmers apparently have 11,395,000 acres of winter wheat sown for the 1926 harvest. This is an estimated increase of 7% over the acreage sown a year ago and has been exceeded four times in the last eight years, 1918, 1920, 1921 and 1922. The December condition, as wheat entered the winter period is rated as 84% normal as compared with 76% a year ago, 84% two years ago and a ten year average of 79%. The lowest conditions prevail in the northwestern counties where wet weather delayed seed bed preparation and drilling until an unusually late date. Late seeding was common in all of the eastern two-thirds of Kansas due to the menace of Hessian Fly. As a result, the top growth is rather small altho plants are well rooted. In a few north central counties the supply of surface moisture was deficient at seeding time but this situation has gradually improved. Hessian Fly is prevalent in the big wheat counties of the central section. All early sown fields and those containing volunteer wheat were damaged in the early fall and are now hotbeds of fly in the flaxseed stage. If weather is favorable for the spring brood a very general infestation of fly is likely to occur next April and May.—Kansas State Board of Agriculture.

U. S. Crop Report on Winter Wheat and Rye.

Washington, Dec. 24.—On account of unfavorable weather for plowing and seeding, farmers have been unable to sow as much wheat and rye as they intended. It is now estimated that 39,540,000 acres of winter wheat have been seeded. This represents a decrease of 416,000 acres, or 1 per cent, from the area seeded last fall. Prominent causes of decreased sowings were unusually wet weather and in some sections snow and temperatures too low for planting. In some sections also the drought that ended in September prevented plantings in the earlier part of the season. Increased planted acreage, however, is reported for the Atlantic States from New Jersey to Georgia and for Kansas, Oklahoma, and a few of the less important states.

The condition of the winter wheat crop, 82.7% normal for the date of Dec. 1, is lower than the 10-year average of 84.9%, caused by wet, cold weather. It is above the average, however, in Nebraska, Kansas, Oklahoma, and Texas, and in Idaho and California.

Weather conditions have affected the planting acreage of rye also, and this is estimated to be 3,426,000 acres, or 83.8% of the 1925 acreage. The condition of the crop for the date of Dec. 1 is 83.8% of normal, or 4.9 below the 10-year average.

Northwest Grain Dealers Crop Estimate.

Winnipeg, Dec. 22.—The estimate of the crop hereunder is based on the acreage figures issued by the Northwest Grain Dealers Ass'n on June 11, last. These figures are compiled from returns from 80% of country points in the three provinces:

	Manitoba.		
	Acreage.	Yield per acre in bus.	Bus. Produced.
Wheat	2,022,700	19.6	39,645,000
Oats	2,302,800	42.9	98,790,000
Barley	1,271,700	30.7	39,041,000
Rye	157,400	17.4	2,739,000
Flax	155,400	11.8	1,834,000
	Saskatchewan.		
	Acreage.	Yield per acre in bus.	Bus. Produced.
Wheat	1,121,300	21.4	23,969,000
Oats	5,264,900	39.5	207,964,000
Barley	538,800	26.5	14,278,000
Rye	203,800	18.9	3,852,000
Flax	496,100	8.9	4,415,000
	Alberta.		
	Acreage.	Yield per acre in bus.	Bus. Produced.
Wheat	6,629,300	21.9	145,182,000
Oats	2,421,600	40.3	97,590,000
Barley	415,700	29.4	12,222,000
Rye	154,900	16.6	2,571,000
Flax	32,000	9.8	314,000
	Aggregate.		
	Acreage.	Yield per acre in bus.	Bus. Produced.
Wheat	19,865,500	21.4	424,796,000
Oats	9,989,300	40.5	404,344,000
Barley	2,226,200	29.4	65,541,000
Rye	516,100	17.7	9,162,000
Flax	683,500	9.6	6,563,000

Washington, D. C.—Sweet clover seed production will probably exceed that of last year by 25%. Shipments of 140 stations in the leading producing districts will amount to 16,500,000 lbs., according to reports from those districts. Last year they amounted to only 13,800,000 lbs. Country shippers report increased acreage and increased yield per acre.—U. S. Department of Agriculture.

Washington, D. C.—Alfalfa seed production in the United States is estimated to be about 48,000,000 lbs. compared with 46,000,000 lbs. last year. A production of 22,500,000 lbs. of clean will come from the Millard county district, 8,000,000 lbs. from the Uintah Basin and 2,500,000 lbs., or about 25% more than last year, is estimated for Utah. About 12,000,000 lbs. of this 000 lbs. from other parts of the state.—U. S. Department of Agriculture.

Washington, D. C.—Sudan grass seed production is expected to be smaller than the large crop last year. The decrease is due mainly to a reduction in acreage, which is most marked in Kansas. This year 72 growers in Kansas harvested 1,033 acres compared with 3,087 acres last year, a decrease of 66%. The average yield expected this year in Kansas was 347 lbs. per acre, whereas last year 419 lbs. was obtained.—U. S. Department of Agriculture.

Warehouses licensed under the U. S. Warehouse Act now include 270 grain warehouses of 27,713,000 bus. capacity, 13 peanut warehouses and 2 bean warehouses.

Malting plants in the United States, according to the census, paid \$13,153,900 for grain, fuel and containers in 1923, against \$17,458,265 in 1921. In 1923 barley was selling at around 70 cents per bushel and the total crop was 198,000,000 bus., so that it is unlikely the maltsters used more than one-tenth of the crop.

Final Report on 1925 Crops.

Washington, Dec. 22.—The December estimates of the Crop Reporting Board of the United States Department of Agriculture of the acreage and production of the important farm crops of the United States, 1924 and 1925, based on the reports and data furnished by crop correspondents, field statisticians, and cooperating State Boards (or Departments) of Agricultural and Extension Departments, are as follows:

Crop.	Acreage.	Per	
		Production, bus. (000 omitted).	Total.
Corn	101,631	28.5	2,900,581
.....1924	101,076	22.9	2,312,745
Winter wheat.....1925	31,269	12.7	398,486
.....1924	35,489	16.6	589,632
Spring wheat.....1925	20,931	12.9	*270,879
.....1924	16,875	16.2	*272,935
All wheat.....1925	52,200	12.8	669,365
.....1924	52,364	16.5	862,627
Oats	45,160	33.3	1,501,909
.....1924	42,756	35.6	1,522,665
Barley	8,243	26.4	218,002
.....1924	6,858	26.0	178,322
Rye	4,088	11.9	48,696
.....1924	4,019	15.9	64,038
Buckwheat	776	18.9	14,647
.....1924	738	18.0	13,277
Flaxseed	3,012	7.3	22,007
.....1924	3,469	9.2	31,711
Rice	904	37.6	33,959
.....1924	819	39.2	33,219
Grain sorghums.....1925	4,120	17.2	71,050
.....1924	3,813	21.1	80,443
Hay, tons.....1925	74,131	1.34	99,515
.....1924	76,514	1.47	112,796
Cloverseed	789	1.3	1,029
.....1924	809	1.1	927
Beans, dry.....1925	1,579	12.1	19,100
Edible	1,545	9.6	14,856
Peanuts, lbs.....1925	982	707	694,075
.....1924	1,207	620	748,925
Velv't beans, tons.....1925
.....1924
Broomcorn, tons.....1925	200	289	28
.....1924	451	347	78

*Incl. durum (prod. 4 states 66,593,000 bu. 1925 and 67,567,000 bu. 1924).

Argentine Wheat Forecasts Lower.

The second estimate of Argentine wheat production for 1925-26 places the crop at 214,765,000 bus. which is a decrease of nearly 20 million bus. from the first estimate of 235,157,000 bus. made in November.

The flaxseed estimate remains unchanged being placed at 75,000,000 bus. Oats, barley and rye have all improved slightly amounting to 84,808,000 bus. for oats compared with 82,674,000 bus. in the first estimate; 13,595,000 for barley compared with 12,401,000; and 4,330,000 for rye compared with 3,937,000. Production of these crops in 1924-25, according to the final estimates, was 191,138,000 bus. for wheat, 45,084,000 bus. for flaxseed, 53,456,000 for oats, 6,981,000 for barley, and 1,457,000 for rye.

Seasonable weather prevailed in general over the grain area of Argentina during the week ending December 14. In the northern wheat district a lighter rainfall together with seasonable temperature made better conditions than prevailed during the preceding week. In the southern district the temperature was slightly above normal and precipitation slightly below normal.—International Institute of Agriculture at Rome.

The Argentine Crop Report.

Geo. E. Saunders, vice-pres. of the Armour Grain Co. at Chicago, was credited with charging politicians and relatives of an Argentine minister with speculation, in a communication to his associates, reiterating the Armour estimate of 93,300,000 bus. exportable surplus wheat.

The official Argentine crop report as given out first showed a yield of 215,000,000 bus., a quantity considerably above the anticipations of the trade in Buenos Aires, Chicago, Winnipeg and Liverpool. When details by provinces were secured it was found a carryover of 24,000,000 bus. old wheat had been included.

President de Alvear of Argentina was interviewed by Minister of Agriculture Mihura and Foreign Minister Gallardo as a result of the president's perturbation over the reports. A thorough investigation was ordered and the president requested Senor Pueyrredon, Argentine Ambassador to the United States, to obtain concrete charges from Mr. Saunders.

Mr. Saunders sent a denial that he had cast any reflection on the good faith of the Argentine agricultural officials to the Argentine authorities.

In Buenos Aires further developments have followed. On Dec. 21 Vice-Pres. Greshan of the Armour Packing Co., in an affidavit to the Minister of Agriculture, charges Louis McCauley, sec'y of the company, with the responsibility for transmission of the information which originated Mr. Saunders' alleged statement. The investigation threatens to become of international scope.

The official Argentine report fixes damage to wheat in the province of Cordoba at 18.6%, whereas provincial and private reports indicate damage as high as 70%.

Cromwell's Crop Report.

Chicago, Dec. 18.—Acreage and Condition of New Wheat: The acreage planted to winter wheat this fall is 41,893,000. This is 99% of the acreage sown last year. The condition is 85% of normal, compared with 81 last year and a ten-year average of 84.9. The ten-year average yield is about 14.5 bus. per acre. Prospects are good in the Southwest. They are poor to good on the Pacific Coast and from Missouri to Tennessee.

Rye: Reports indicate 4,416,630 acres sown to rye. This is 105% of last year's acreage. Increases are due to the low price of oats generally and to favorable fall weather in North Dakota. In the lake states rye is grown mostly where rains interfered least at planting time. The condition of rye is 89.4%, compared with a ten-year average of 88.7. The ten-year average yield is 14.2 bus.

Final 1925 estimates: Corn production is now placed at 3,103,000,000 bus. in million bus. Ohio has 195, Indiana 219, Illinois 409, Nebraska 232, Kansas 121, Missouri 211, Iowa 491.

The 1925 winter wheat crop is revised to 429,000,000 bus. and spring wheat to 269,000,000. Last official estimates were 416,000,000 and 283,000,000.—R. O. Cromwell, statist, Lamson Bros. & Co.

Corn Receipts Showing a Fair Distribution of All Grades.

Receipts of corn at Chicago during the past two weeks have been very heavy; and the proportion grading No. 2 and No. 3 has been sufficient to ease up the pressure on drying facilities. The receipts have been so liberal that corn is being sold to go to store, which is helping the visible supply. This increased from 7,922,000 bus. Dec. 12 to 11,450,000 bus. Dec. 19, against 13,744,000 bus. a year ago.

Large spot supplies of corn are having a good effect on the merchandising situation. It is now possible to buy cash corn and sell the May future against the holdings. The difference between the December future, 76½, and the May future, 84½, at the close on Dec. 24, was eight cents, which is about the largest discount on record. A pleasing feature of the premium on May is the opportunity afforded the country dealer to sell a future against corn that he may hold in his elevator and ship at his own convenience.

Of the 5,666 cars received in November, 1,193 graded No. 3 or better, 633 No. 4, 1,175 No. 5, 1,168 No. 6, and 1,497 sample. During the preceding month, when old corn predominated in the receipts the sample carloads formed but 142 cars out of the total October receipts of 3,121 cars.

Less of the corn coming in the first 9 days of December graded as low as sample, No. 5 and No. 6 predominating in the receipts. The grading so far this month has been as follows:

Dec.	Nos. 1, 2, 3.	No. 4.	No. 5.	No. 6.	Sample.
1.....	43	139	197	161	133
2.....	11	51	84	92	64
3.....	15	78	99	83	70
4.....	21	79	100	72	53
5.....	23	117	130	101	93
7.....	14	65	89	65	40
8.....	55	211	156	95	83
9.....	24	76	51	36	16
10.....	12	41	40	49	9
11.....	17	48	80	76	32
12.....	12	51	87	67	60
14.....	18	57	106	82	46
15.....	19	163	208	141	94
16.....	14	54	125	95	51
17.....	15	56	132	109	56
18.....	26	79	157	87	43
19.....	11	64	122	107	44
21.....	9	70	129	100	61
22.....	33	205	300	197	120
23.....	13	87	145	129	83
24.....	8	60	90	53	29

The large receipts reported on Dec. 22 actually came in on Saturday and Sunday preceding, the several railroads having subsidized the state grain sampling crews to work Sunday in order to facilitate the movement of their cars.

While prices on the lower grades seem low the discounts under No. 3 are not excessive. On Dec. 24, No. 6 mixed corn sold at Chicago at 61 cents, No. 5 at 66, No. 4 at 71¾, and No. 3 at 76 cents.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lone Wolf, Okla., Dec. 20.—All the old wheat has been moved to markets.—Gee Kendrick, mgr. Chickasha Milling Co.

Riverton, Va., Dec. 10.—Most of the wheat in this territory has been shipped or is in our elevators.—Riverton Mills Corp.

Wooster, O., Dec. 19.—Much of the wheat is still in the hands of the farmers.—F. R. Snader, mgr. Wooster Milling & Grain Co.

Canyon, Tex., Dec. 7.—All farmers who are able to are holding their feeding crops for better prices, which accounts for slow movement.—M. Reynolds Grain Co.

Westview (Pocahontas p. o.), Ia., Dec. 16.—We will market a good corn crop if prices go high enough to induce the growers to sell.—C. Van Gundy, Van West Grain Co.

Minneapolis, Minn., Dec. 19.—Receipts of flax in Minneapolis and Duluth continue small and are of inferior quality. The mills are running at full capacity and as daily purchases do not meet consumption, private stocks are diminishing.—Archer-Daniels-Midland Co.

Winnipeg, Man., Dec. 24.—New wheat inspected to Dec. 18 amounted to 241,450,000 bus. for the 3 provinces, Manitoba, Alberta and Saskatchewan. In store at country points was 38,963,000 bus.; in transit not inspected, 14,000,000 bus.; allowed for seed, feed and country mills, 40,000,000 bus.; in hands of farmers yet to be marketed, 90,383,000 bus., which makes a total of 424,796,000 bus., 143,346,000 bus. of which is yet to be inspected. Inspection of the other crops to date amounts to 22,919,000 bus. oats, 28,578,000 bus. barley, 3,537,000 bus. rye, 3,378,000 bus. flax. Of the same crops still in the farmers' hands to market is 45,000,000 bus. oats, 22,000,000 bus. barley, 3,000,000 bus. rye, 1,500,000 bus. flax. In store at country points is 6,500,000 bus. oats, 3,300,000 bus. barley, 775,000 bus. rye, 1,250,000 bus. flax.—F. G. Jones, mgr. Northwest Grain Dealers Ass'n.

From Abroad.

France.—Exportation of buckwheat and rye flours is now permitted without special authorization.—E. A. Masuret, Office of Trade Commissioner, Paris.

Argentina.—The northern wheat belt suffered to the extent of 42.5% in the province of Santa Fe and 18.6% in the province of Cordoba from black and red rust and unfavorable weather.—Ministry of Agriculture.

Argentina.—A reduction of 1,000,000 tons, or about 37,000,000 bus., in the estimated wheat production of Argentina is apparent. The first official estimate was 235,000,000 bus.—Edward F. Feely, Commercial Attache, Buenos Aires.

Minneapolis, Minn.—Due to excessive rain during the past 3 weeks our impression is that the Argentine linseed crop estimate must be reduced about 5%, consequently for export between 60,000,000 and 64,000,000 bus.—Archer-Daniels-Midland Co.

Guatemala.—Duties on corn, oats, cotton and alfalfa flour, and fodder not specified, were temporarily removed by a legislative decree dated Oct. 27 last. This was done to prevent a possible scarcity of these grains because of the locust plague now prevalent in the republic.

Bulgaria.—Since Oct. 30 the Bulgarian export duties have been at a reduced rate on wheat, wheat flour, rye, barley, oats, corn, millet, bran and beans. The reduction amounts to approximately 5% on corn and 40% on all other classes.—Commercial Attache S. Fouche, Bucharest.

Argentina.—During the period Jan. 1 to Nov. 26, 1925, Argentina exported 107,428,000 bus. of wheat compared with 163,948,000 bus. in 1924 for the same period. Corn exports from Apr. 1 to Nov. 26 were 89,924,000 bus. compared with 153,076,000 bus. during the same period a year ago.

Czechoslovakia.—The Czechoslovak sliding scale import duties for December have been set at 12.60 crowns for wheat and 22 crowns for wheat flour per 100 kilos, which have heretofore been duty free. Rye continues at 11.60, rye flour at 16, and oats at 9.60 crowns.—Commercial Attache J. F. Hodgson, Prague.

Germany.—Likelihood exists that the Reichsgetreidestelle (Official Grain Co.) will again be formed as an outcome of the scarcity of cash in trading circles which makes it difficult for traders to finance and sell crops. Many contend that to the Reichsgetreidestelle should be left the work of insuring the supplies and feeding the country.

Japan.—The second official forecast of the 1925 rice crop in Japan is 305,000,000 bus., a decrease of nearly 10,000,000 bus., or 3.2%, compared with the first forecast. The revised estimate represents an increase of 12,000,000 bus. over last year's yield and 6,000,000 bus., or 20% over the average yield for the past 5 years.—Acting Commercial Attache, Tokyo.

The total area sown with rice in lower Burma is estimated at 9,136,800 acres, and in upper Burma 2,715,100 acres, or a total of 11,851,900 acres. It is estimated that in lower Burma 153,000 acres, and in upper Burma 29,600 acres, or a total of 182,600 acres have been destroyed, leaving an area likely to mature of 11,669,300 acres. This is less by 130,900 acres when compared with the final estimate for last year.

The exportable surplus of corn in South Africa this year is about 12,000,000 bags of 200 pounds each, according to a report from J. P. Moffitt, American consul at Cape Town. In Europe it competes with maize from the Argentine, which is placed on the European market at about the same time, September to December. Argentine maize is carried at a more favorable freight rate, being five or six shillings per ton less than the freight on South African maize.

Rome.—Production of flaxseed for 1925 is (in million centals): Europe (8 countries), 4.0; Canada and United States, 17.9; India, 12.1; Argentina, 41.9; compared with production for 1924 of 3.5, 22.3, 10.4, 25.4 respectively, or a total of 74.9 for 1925 against 61.6 for 1924. These totals include all the chief producers of flaxseed with the exception of Russia and certain other European countries of secondary importance, and represent 90% of the world's production.—International Institute of Agriculture.

Poland.—Exports of grain, principally rye and barley, though somewhat improved lately as compared with the preceding months, failed to come up to expectations. The total exports of rye, barley and wheat for the first 10 months of 1925 amounted to a little over 220,000 metric tons, and rye and barley alone to 180,000 metric tons; this compares with 198,000,000 tons of rye and barley (no wheat was exported in 1924) exported from Poland during the same period of 1924, the year of crop failure.

Yugoslavia.—Yugoslavia grain dealers have voiced complaint over the new tariff rates on grain shipments that became effective Oct. 1. The Ministry of Transportation states that the new rates were formulated with a desire to encourage shipping by water rather than rail. Cars are absent 35 to 40 days on shipments to Switzerland, Germany, Czechoslovakia, Austria and other countries. Further development of rail shipping would take all the government's rolling stock and leave none for domestic shipping, wherein the cars are away from their base only 3 to 10 days. Tariff rates to Yugoslav ports on the Adriatic have been reduced 25 to 45% and from grain centers to mills, 15%. Elbert Baldwin, Ass't Commercial Attache, Vienna, Austria.

Moscow.—Total Russian government stores of grain are considerable less than the 11,570,000 tons recently announced by the Commissariat of Foreign and Domestic Trade, according to tabulations covering the Government's grain purchases in November. This summary fixes the total taken by the Government during the 5 months ending Nov. 30 at 4,950,000 tons. November purchases consisted of 4,000,000 bus. rye; 13,000,000 bus. wheat; 3,780,000 bus. oats; 2,240,000 bus. barley, and 134,000 oil grains, or slightly less than 900,000 tons, compared with 1,575,000 tons in September and 1,200,000 tons in October. Prices paid to peasants per bu. on Dec. 1 averaged 66 cents on rye, \$1.08 on wheat, 34 cents on oats, and 52 cents on barley. The Government selling prices were: Rye, 98 cents; wheat, \$1.47; oats, 52 cents.

Canadian Pool Contracts Decided Worthless

Judge Embury, in the court of King's Bench at Regina, Sask., on Dec. 11 decided in favor of a farmer of Southey, Leon R. Zurowski, against whom the Saskatchewan Wheat Producers, Ltd., has brought suit for breach of contract in not delivering his wheat to the pool.

The court held that as there was no completed agreement between the pool and Zurowski, the latter could not be held to the contract.

Zurowski alleged that the contract was in restraint of trade and that the pool had not obtained a license to conduct the business of a primary grain dealer. The court held the pool to be a primary grain dealer; but that the Canada Grain Act requiring licenses for such dealers was ultra vires. The suit was dismissed with costs.

The court said: The evidence is clear that the plaintiffs are primarily occupied in handling the grain of their shareholder members for export, doing everything by themselves or their agents in connection with the grain from the time it is delivered to them until it is finally disposed of (for the most part) to the foreign buyer or Canadian miller, with this one exception that the company does not purchase the grain.

It will be seen that it is an immense undertaking, and undoubtedly its business may be aptly described as "a business of handling, also of sorting, also of selling grain for commerce for the benefit of its shareholder members."

Pool a "Grain Dealer."—Such being the case I can see no special circumstances which would exclude the plaintiff company from the definition of a primary grain dealer.

License Requirement Unconstitutional.—Also the plaintiffs are primary grain dealers, under the provisions of the Canada Grain Act, the provision of the Canada Grain Act requiring primary grain dealers to take out a license, is on the authorities ultra vires of the Parliament of the Dominion of Canada.

Speaking generally with regard to the question of restraint of trade, I am of the opinion that the court has not been furnished with sufficient information to enable it to come to a conclusion which would be of any value.

Contract Not Closed.—The next question to be considered is whether or not there is any completed agreement at all between the parties. I am inclined to the opinion that there was not.

This contract was presented to the defendant for signature by the plaintiff's agent. The defendant signed it, handed it over to the agent who in due course delivered it to the plaintiff company.

The chairman of the board of directors of the plaintiff company signed his name to the document, and left it in his office, and did nothing further. In its essence every contract, not under seal, can be reduced to an offer and an acceptance.

Merely an Offer.—In this case an offer was constituted by the defendant signing and delivering the document to the agent of the plaintiff. The contract would not be completed by the mere signing by the plaintiff's chairman, without the acceptance being communicated to the defendant.

One cannot accept an offer by merely thinking about it. One cannot accept an offer by merely deciding to accept it.

It is essential to go further and communicate the acceptance to the party making the offer. For these reasons I doubt if there was any complete agreement.

Failure to Notify Farmer.—Furthermore, it is an essential part of this agreement that there shall be an allotment of one share of stock to the defendant. The agreement as signed by the defendant is, among other things, an application for one share of stock.

I know of no means whereby a man can have a share of stock allotted to him without being notified it has in fact been allotted.

All that the plaintiffs did towards the allotment of stock was to pass a resolution that they should now proceed to the allotment of stock, but so far as the evidence goes they never took any steps further.

For these reasons I am of the opinion that there was no completed agreement between the plaintiffs and the defendant.

The next question is as to whether the provision for 25 cents per bushel as liquidated damages is to be looked upon as a provision for liquidated damages, or rather as a provision imposing a penalty.

The evidence shows that the damage in fact suffered would be infinitesimally small. In fact it is doubtful, this being an association which

is not operated for profit, if it is possible to show any loss at all.

There were two other matters raised by the defence, one the question of fraud. Whether or not the agent for the plaintiffs, in his enthusiasm for his cause, displayed more vigor than was necessary in the statement of his facts, with the result that the defendant was deceived at the time, I make no finding.

Altho the pool officials are busily engaged in trying to minimize the seriousness of the decision against them it seems to be admitted now that if the decision is not appealed the pool becomes a voluntary instead of a compulsory one.

The directors of the pool are considering an appeal; but are more likely instead to remodel their method of getting contracts to conform to the common, ordinary principles of business law. Like most farmer activities, everybody's business is nobody's business, important details are neglected, and a sort of religious fanaticism that pools are above the law has been substituted for hard-headed business sense.

Thousands of farmers are in the same position as was Zurowski when he had to decide whether to accept the small down payment of the pool or get big money right away from the regular dealer. This leaves the pool in a real predicament. Any of the signers of these invalid contracts can sell their grain where they please.

It is significant that the proportion of deliveries of grain to regular dealers has increased remarkably as prices have risen.

In the opinion of Bruce McBean, one of the leading dealers at Winnipeg, there is more than a suspicion that bootlegging of wheat has

been on a large scale, and will increase on any upturn in price.

New Grain Dump.

A new grain dump for use in country elevators has been invented by I. S. Alton of Oxford, Kan. It is designed to permit unloading of grain from wagons, trucks or sleds when a stationary hoist is used, and distribute the load to either of two sinks. The serial number is 1,460,635. Patents have been granted in both United States and Canada.

Two sinks are adjacent to each other and receive grain from either of two trap doors in the platform. If grain is dumped thru the first trap door and placement in the farther sink is desired, a chute carries it to that sink. If the grain should go into the first sink a trap door in the bottom of the chute is lifted, effectively blocking the grain from going down the chute to the farther sink and directing it immediately downward into the first sink.

This same principle is applied vice versa so that grain may be dumped thru either trap door and directed into either sink. Connections are made so no holes are left that would permit grain to get thru and become mixed with grain in the wrong sink. With the trap doors in the floor of the driveway properly made it requires two men only 30 minutes to install the distributing device.

Decatur, Ill.—Fred Whitfield tried to get Judge Dy Arman to accept corn-cobs in lieu of cash as payment of a \$4.15 fine. The Judge, not knowing what he could do with corn cobs and much preferring the currency, refused. In an attempt to raise the money for the fine Fred Whitfield stole the Judge's crutches and tried to sell them to Ass't State's Attorney Emanuel Rosenberg.

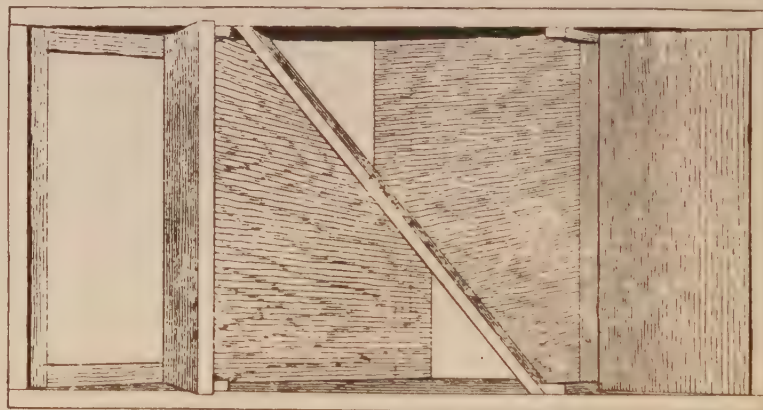


Figure 1

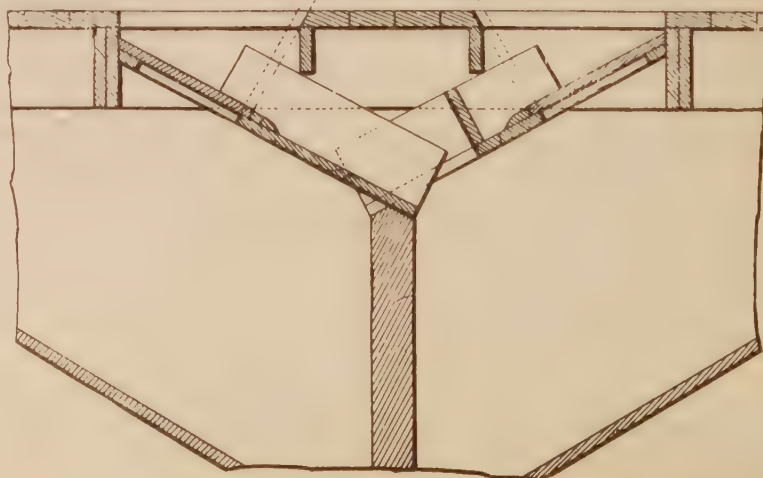


Figure 2

A New Grain Dump.

Easy Opening Grain Door.

In unloading cars it is the common practice to remove the top door first; then the next lower, etc., in succession, as the grain level is lowered in the car. As the grain is compacted by the jarring to which the car is subjected in transportation, particularly the lower portion of the grain, it is by no means an easy matter to remove the doors. This is done, when a car has been properly loaded, by forcing the ends of the door inwardly by heavy pointed iron bars against the pressure of the grain to unseat the nails, and then forcing the doors upwardly. The second door from the bottom is usually especially hard to dislodge. In some cases, where the shipper has ignorantly applied a reinforcement inside the closure connecting two doors it is sometimes necessary to chop an opening in the bottom door to let the grain flow out at the point to the unloading hoppers. In any case the doors are likely to be subjected to very rough treatment in removing them, and are frequently so broken or damaged as to be no longer serviceable.

Since the door sections are removed one by one, the flow of the grain proceeds by stages, and as a number of cars, frequently five or six, are simultaneously unloaded at one long platform, an interruption of the unloading operation, due, it may be to improper closure of one of the cars, results in delay to all the others.

By an invention for which letters patent No. 1,561,029 were recently granted Jos. A. Schmitz, Board of Trade Weighmaster, and A. E. Schuyler, of the carriers' Grain Door Agency, Chicago, the unloading of grain is facilitated and damages to the standard grain door sections prevented by providing a destructible and replaceable bottom closure member and associated securing and bracing means adapted to be used in connection with the standard door sections mentioned, so that an opening can be readily made along the floor line of the car, and the door sections taken down as soon as the pressure is relieved and while the car is being emptied.

In the engraving herewith Fig. 1 shows the device applied. Fig. 2 is a vertical section on the line 2-2 of Fig. 1. Fig. 3 is an enlargement of the device-bar pulled out from the door. Fig. 4 is an enlarged fragmentary horizontal section of the lower end of the wrench-bar.

The destructible closure, 1, is a board about 8 inches wide of thin and brittle wood nailed lightly to the posts at the sides of the door opening, on the inside of the car. Above this are nailed the door sections, A, B and C, of ordinary construction in the customary manner.

To the board, 1, is secured an upright bar, 2, strong and stiff, by a bolt, 3, engaged by a nut on the inside of the closure and provided with a wide washer affording a substantial bearing. To the lower end of the bar is secured a strip of metal, 4, which in applying the closure is carried inside the car and nailed to the car floor. A U-shaped staple, 4a,

rounded between its prongs, is preferably employed as a fastening means for securing the strip, 4, to the bar, to provide for its ready detachment, and the strip may consist of a piece of box strapping of about 18-gage, the wire may be employed. A metal loop, 5, holds the top end of the bar in place.

When the grain is to be unloaded the strip, 5, is cut or broken and the staple, 4a, withdrawn by a suitable tool, and the bar, 2, employed as a wrench bar to break away the center portion of the closure member. In this manner an opening is provided at the bottom of the closure through which the grain may flow, and as the grain is removed the upper, middle and lower sections are taken down in order.

If desired, the bar, 2, may later be provided with a new closure member, 1, and new securing members, 4, and 5, for further use.

This invention not only has the advantage of providing a ready means for effecting an opening for the grain at the level of the floor of the car, but also equalizes and distributes the strain on the door sections, and keeps them in vertical alignment. The lowermost section, it may be explained, does not sustain as great internal pressure as the middle one, since the lower stratum of grain rests on the car floor, and is not subject to true fluid pressure in a lateral direction. The upper stratum of grain, opposite the door section C, likewise sustains less pressure than the stratum opposite the section B, though, for the reason that the depth of the grain is less. The middle section (or sections, if more than three are employed) therefore sustains the greatest pressure, and obviously this is in part communicated by the bar to the upper and lower sections and the anchorage to the car floor. Ordinarily there will be a slight amount of slack in the bottom securing strip, 4, so that part of the outward pressure of the grain will be sustained by the lower door section. This is of advantage in preventing undue strain on the middle section and an unequal deformation of the door sections, and in use they will retain their original shape much longer.

The American Farm Buro Federation and the National Grange are working with the National Founders Ass'n and the American Railway Ass'n for reduction of taxes, a movement that will profit them more than endeavors to have a price-fixing law enacted. All taxpayers will be glad to join in the chorus.

Des Moines, Ia.—The National Corn Growers Ass'n has announced its intention of launching an intensive campaign for "dollar corn on the farm." It seeks a membership of 200,000 in Iowa and parts of Minnesota, Nebraska, Illinois and Missouri, says C. H. Richeson, its pres. Governor John Hammill is scheduled to head a delegation of 200 prominent men and women who will speak thruout the state.

Telegraph Co. Not Liable for Loss Seller Need Not Have Incurred.

A message quoting potatoes at \$2.75 per 100 was delivered reading \$2.25, and the buyer wired an acceptance, on which 33,528 pounds was shipped, with B/L attached to draft at \$2.75. On receipt of draft the buyer asked seller to reduce to \$2.25, which was done, as seller supposed he was held to the offer.

Suit was brot by the sellers, Harper & Lawton, Estill, S. C., against the Western Union Telegraph Co. to recover the difference of \$167.64.

The Supreme Court of South Carolina on Nov. 14, 1925, declared a non-suit, because the liability of the telegraph extended only to such damages as the plaintiff suffered as the direct consequence of the mistake.

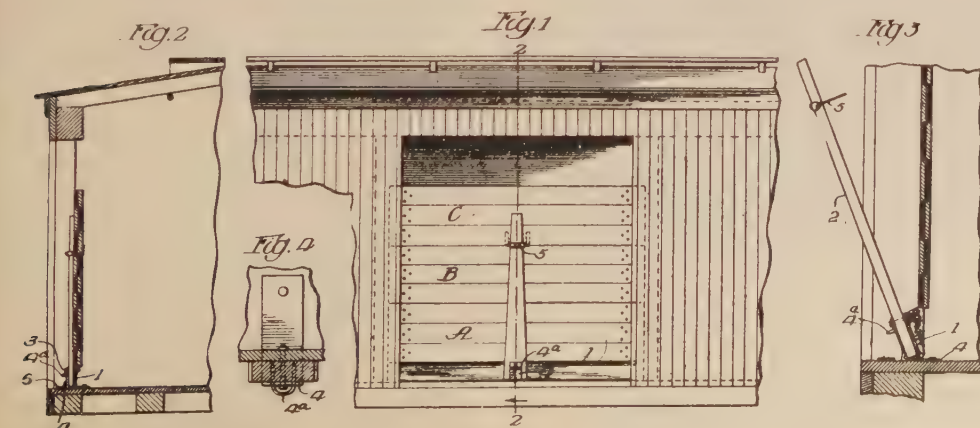
The Court said: The evidence shows beyond the shadow of a doubt that, as soon as the error was reported to the sellers and the buyers were insistent, the sellers could have disposed of the potatoes in Richmond for at least \$2.75, and that their entire loss would have been the cost of passing telegrams and a commission to a Richmond broker for making the sale to some other party.

The telegraph company, having caused the error in the proposal, was naturally interested in the method adopted for ascertaining the extent of the damage caused thereby. If it had been notified by the plaintiffs that they had on hand a carload of potatoes which had been shipped as a result of telegraphic information incorrectly transmitted, and that the buyer refused to accept them at the price named in the original telegram, the telegraph company would have been entitled to a word at least in the disposition of the potatoes. It might, and doubtless could, in the condition of the market, concededly existing, have disposed of them at \$2.75, in which event neither the plaintiffs nor the telegraph company would have lost a cent. The plaintiffs had no right to adopt their own method of fixing the damage without notice to the telegraph company, equally interested with them in the adjustment.

The fact that the original proposition was to sell at \$2.75 and the acceptance was to buy at \$2.25 has little to do with fixing the amount of the plaintiffs' damage. The situation in which the plaintiffs were placed by the erroneous transmission of their proposal was that they had on hand in Richmond a carload of potatoes which they expected to sell to the produce company at \$2.75. The produce company was under no obligation to buy them at \$2.75, and the plaintiffs were under no obligation to sell them at \$2.25. If the produce company had refused to buy at \$2.75, and the plaintiffs had shown that, owing to the distance that separated them from Richmond, the perishable character of the potatoes, the pending demurrage charges, the congested condition of the market, or other circumstances, they did the best they could in closing with the produce company at \$2.25, their case would have been quite different. But they make no such claim, and rely solely upon the assumption that they were bound by the erroneous telegram.

The case of Postal Tel. Co. v. Schaeffer, 110 Ky. 907, 62 S. W. 1119, is strikingly similar in its facts to the case at bar. There the sellers wired a quotation of potatoes at \$1.70 per barrel. The telegram was delivered to the buyers reading \$1.07. The potatoes were shipped. Upon arrival they were declined by the buyers on account of disagreement as to price, and were allowed to stand on side track until their value was practically destroyed in demurrage and decay. The buyers then sued the sellers, and recovered a judgment for damages for the breach of the contract, upon the theory that the sellers were bound by the terms of the altered telegram. The sellers then sued the telegraph company for damages, including the judgment which they had to pay and loss of profits. The court held that the judgment in favor of the buyers was erroneous; that the sellers were under no obligation to carry out the altered proposition; and that it was their duty to have disposed of the potatoes on the market and to have billed the telegraph company the difference between price quoted and what could have been obtained on the market, with such additional expense as they may have been subjected to in consequence.—130 S. E. Rep. 119.

Frank Warner, sec'y of the Iowa Bankers Ass'n, Des Moines, reports that the agricultural com'te of the ass'n at a conference at Ames, Dec. 16, adopted a resolution favoring the creation of a farmer owned research buro to investigate the cost of growing corn, and a resolution asking an amendment of the pure food regulations to permit corn sugar to be used in canned goods without being labeled an adulterant.



Front Elevation and Cross Sections of Easy Opening Grain Door.

The Normal and Surtax.

BY M. L. SEIDMAN OF SEIDMAN & SEIDMAN,
CERTIFIED PUBLIC ACCOUNTANTS

There is considerable uncertainty surrounding the tax rates and the computation of the tax in the light of the fact that the tax rates to be applied to 1925 returns may be drastically changed. Just what these changes will be cannot be said at this time.

What is more important than the rates themselves for our purposes, is the specific manner of applying the rates to compute the tax. That still remains unaffected whether or not a new law is enacted.

The Normal Tax: Generally speaking, the tax paid by an individual is made up of two factors, one called the normal tax and the other the surtax. The normal tax is imposed on the net income after deducting exemptions, and the rates of 2% on the first \$4000, 4% on the next \$4000, and 6% on the balance.

To illustrate, suppose a married man with no dependents has a net income of \$15,000. His exemption is therefore \$2500. We just mentioned that the normal tax is based on the income after deducting the exemption, so that in this particular case the net income subject to the normal tax would be \$15,000 less \$2500, or \$12,500. The first \$4000 of this \$12,500 would be subject to a tax of 2% or \$80. The next \$4000 would be subject to a tax of 4%, or \$160. This would absorb \$8000 of the \$12,500. The balance of \$4500 would be subject to a tax of 6%, or \$270, making the normal tax the total of \$80, \$160, and \$270, or \$510.

That is all there is to the computation of the normal tax. It is a perfectly simple matter, popular opinion to the contrary notwithstanding. Just keep in mind that the first \$4000 of net income in excess of exemptions is taxable at 2%, the next \$4000 at 4%, and the balance at 6%, and you have the whole answer.

The Surtax: The surtax is a bit more involved, than the normal tax, but no less easy to comprehend. The surtax is imposed only on net incomes in excess of \$10,000. The individual who has a net income below that amount has no surtax to pay. He need pay only a normal tax. On the other hand, whereas for normal tax purposes the rates were applied on the net income after exemptions, the surtax is based

on the net income before the exemptions. In the case supposed, we saw that the normal tax was computed on \$12,500. The surtax would be computed on \$15,000, altho, as already mentioned, \$10,000 would be exempt from surtax.

The surtax rates are graduated somewhat in the same fashion as the normal tax. However, there are many more surtax graduations, and on larger incomes the rates become steeper than in the case of the normal tax. The surtax rate on the amount of income between \$10,000 and \$14,000 is 1%. On the income between \$14,000 and \$16,000 the surtax rate is 2%, and on the income between \$16,000 and \$18,000, the surtax rate is 3%. The rates then advance more or less consistently 1% for each additional \$2,000 of income, until \$100,000 of income is reached.

So we see that the computation of the income tax is not as frightful as it has been pictured to be. As a matter of fact, it is just ordinary simple arithmetic. It is true that there are other things to consider besides the normal tax and the surtax, in order to arrive at the actual total tax due. There is what is called the 25% "earned income credit" that is applied against the normal tax, and the "capital gain tax." Likewise, consideration must be given to the income subject to tax because not all income is subject to both the normal and surtax. Dividends, for example, are surtaxable, but are not subject to the normal tax.

Hearings on farm relief legislation will be begun by the House com'te on agriculture Jan. 11. All the professional agitators will be on hand every day but the farmers will be busy as usual at home.

Nebraska has 407 farmers' elevators, at the present time, a loss of 58 in the difficult period of reconstruction since 1920, according to the field report of the sec'y of the Farmers' Elevator Ass'n of Nebraska for the year ending Oct. 31, 1925. Eight main reasons for these failures are given: (1) Speculating on grain in the elevator; (2) buying grain on a margin too narrow; (3) poor management; (4) lack of interest; (5) speculating in futures; (6) storing grain for the public; (7) credit business; (8) small volume of business.

An Incendiary's Last Fire.

A foreign country and a group of Bolsheviks are involved in the fire that half destroyed the 10,000-bu. elevator of Wm. Werner & Son at Crete, Ill., on the C. & E. I. railroad, about the middle of last March.

Late in the afternoon Edward Shultz, mgr. of the house, saw a heavy-set man walking along the C. & E. I. tracks, looking over the elevator as he passed. Apparently he was just a hobo bound north, rather seedy looking and harmless. Later that day the elevator caught fire for no good reason and was burning rapidly when discovered. The fire equipment was called, and the fire was put out after it had half destroyed the oat-filled elevator. While it was still burning the crowd that had gathered heard someone call for help. A heavy-set, suspicious-looking individual was seen running, pursued by a townsman. Others participated in the chase and he was caught.

Being caught he confessed, and told of a trail of destruction well started. At Chicago Heights he and an accomplice set fire to a large lumber yard. The accomplice was caught in the flames and burned in the fire he started. The yard was a total loss.

At Crete he had set the fire in the elevator which was still burning. Moving farther along the track he was on the point of setting fire to a large warehouse when one of the townsmen noticed him and started the pursuit that ended in his capture.

He had intended, if he got away, continuing down the C. & E. I. to where several large manufacturing plants and the huge tanks of the Standard Oil Co. were established, even mentioning the names of the concerns, where he would again cause destruction.

Asked for an explanation he said his government had sent him over to this country to cause such destruction and that he was one of several working under similar instructions.

A lynching party started and went so far as to slip the noose about his neck, but the Russian, characterized as having "tiny little eyes, like a pig, and red like those of a bull," was saved and taken to Joliet for confinement.

The insurance company settled for the elevator and reconstruction was immediately started. Two more bins were built over the driveway and the capacity increased to 15,000 bus. New belts, power and equipment were installed and by the middle of May the house was again in operation. Its present construction is all-wood, with an air-space between the inner and the outer wall. It contains 9 bins, 1 leg and 1 floating spout. Power is from a 7 h.p. inclosed, ventilated motor.

In the illustration herewith is shown the new office built just a year ago. It is 16 x 14 ft., of all-wood construction and houses the beam of a Fairbanks 6-ton truck scale. The company also handles lumber, coal, gravel, cement and other building materials.



The Rebuilt Elevator of Wm. Werner & Son at Crete, Ill.

Canadian Pool Resorting to Old U. S. Line House Tactics.

Altho there were 7 elevators at Weyburn, Sask., the pool built another, using the excuse to its own members that the elevators there were too old.

The owner of an elevator at one country point refused the pool's offer of \$10,500 for his elevator, and asked \$12,500, which was its fair value.

Thereupon the pool bought a site alongside his elevator and started unloading building material. He hurried to Regina and sold to the pool for \$8,000 and the pool shipped the lumber to another point.

Under the armistice under which open hostilities have been suspended between the pool and the co-operative elevator companies no co-operative elevator has yet been sold to the pool. Under the working agreement the co-operative houses handle wheat for the pool on a flat handling charge.



Santa Fe Elevator "A" Argentine, Kans.

Roof of Working House of Santa Fe Elevator, Showing Ventilators.

While the Santa Fe Railroad has long had one of the largest and best elevators handling grain received in the Kansas City market, it has just completed extensive improvements in its plant at Argentine, Kan., which make it one of the best in the country. Its large storage capacity and rapid handling facilities are so bountiful as to make a congestion of its terminal almost impossible.

During the calendar year of 1920, the Santa Fe delivered 11,500 carloads of grain to Kansas City out of the total of 72,000 received over all roads. During 1924 the Santa Fe delivered 21,000 carloads or nearly double what it delivered in 1920, while the receipts of the market increased only 23,000 carloads, making a total of 95,000 carloads of grain received over all roads. The Santa Fe's deliveries at Kansas City for 1924, were made up of 17,254 carloads of wheat, 1,674 corn, 27 oats, 2,623 kafir, milo and feterita. The opening of a million new acres along the various branches of the Santa Fe in the Southwest this year will no doubt effect another large increase in the Santa Fe's deliveries at Kansas City and fully justify its provision of the fastest inland working house in the country to care for its increased grain business. The plant can now handle 250 cars in and 250 cars out each day.

The old storage houses of the Santa Fe are quite modern and of fire-proof construction. They consist of two separate units built at right angles to one another. Storage unit No. 1 and 2 adjoins the new working house on the south. It is composed of 72 reinforced concrete cylindrical bins arranged in four rows of eighteen bins each, and 51 interstice bins. This unit of 123 bins is 100 ft. by 427 ft. and 85 ft. high, each cylindrical bin being 23 ft. 4 in. in diameter. It has a storage capacity of 2,500,000 bushels.

Storage No. 3 is 140 ft by 412 ft., and 85 ft. high. It is composed of 44 reinforced concrete cylindrical bins arranged in four rows of 11 each and 30 interstice bins. Each of the cylindrical bins is 36 ft. 10 in. in diameter. It has a storage capacity of 3,300,000 bushels. All cylindrical bins of both storage units are equipped with Zeleny thermometers to tell when grain is heating. Storage unit No. 3 is equipped with four transfer legs by means of which all grain in this unit may be turned over if necessary without disturbing the rest of the plant.

The bins in storage units 1, 2 and 3, were originally constructed with open tops, the conveyors being carried on independent galleries.

The walls in unit 1 and 2 were bricked up to the level of the under side of the old galleries and the bins were then completely covered by a concrete floor on steel supports. The four 36-in. conveyors above storage No. 3 were replaced by the same number of 42-in. conveyors. The four 36-in. conveyors above storage 1 and 2 were replaced by six 42-in. conveyors. The eight 30-in. conveyors in basements of storage 1, 2 and 3 were replaced by the same number of 36-inch conveyors.

The 4 receiving belts over bins of storage No. 3 are driven by 60 h.p. motors through Link Belt Silent Chain Drives, which are enclosed.

The Working House of Elevator "A" of the A. T. & S. E. Ry. at Argentine is a new modern reinforced concrete elevator of rapid handling capacity and will be operated in conjunction with two large storage units of reinforced concrete which will give the plant an aggregate storage capacity of 6,283,500 bushels. In addition to the new working house a dumper or track shed and drier house adjoin it, while a new office and welfare building, bleaching towers, a dust house, a boiler house and shop and transformer station are adjacent to the working house. The entire plant is constructed of non-combustible material.

The reinforced concrete working house surmounting a foundation of piles is 194 ft long by 61 feet 4 in. wide, and 197 ft. high. It is constructed thruout of reinforced concrete with the exception of the curtain walls which are of brick. All roofs, floors, walks and platforms of working house are of reinforced concrete. Every precaution has been taken to keep water out of the plant and approved waterproofing has been used in construction of roof over tunnel between working house and storage annex, in the foundation slab, and on the inside and outside of the foundation walls of the working house and dumper shed.

In hope of getting rid of as much dust as possible and thereby reducing the danger of grain dust explosion, this house is thoroughly ventilated and as is shown by our various views, every story of the cupola has much of its walls space given over to windows. In fact, the working house and new brick buildings contain nearly 50,000 lights of glass, approximately 14,000,000 square inches. All glass is single thickness except in the north wall of the dumper shed where heavy wire glass was used.

The working house is provided with two vents extending from the basement up through bin story and out through roof so as to provide

draft from the basement to the outside. In addition to which a motor driven ventilating fan has been installed in the basement. The fan is connected by lateral runs of piping to the more remote parts of both the dumper shed and working house basements. The fan exhausts directly to the outside air. A number of screened openings have been provided in the foundation walls for fresh air inlets. The ventilating arrangement provides better than two complete changes of air per hour.

The outside rows of bins in the working house are vented to the outside through their outside walls at a point near the top, the openings being protected by heavy wire screens and hoods. The interior bins are vented into the bin story, each vent being protected by a heavy cast iron grating.

Each head of the fifteen legs is provided with a zinc ventilator thru the roof. In addition the top story of the cupola is provided with four 18-in. cast iron ventilators. All of the windows are provided with metal sash, each window being equipped with a tilting or swinging section so as to insure perfect ventilation of each story at any time desired. The forming of such a large part of the walls with glass was designed not only to provide ample light and ventilation, but to permit of the breaking out of these walls in case of a dust explosion and thus permit expansion without damage to the rest of the building.

THE LEGS: The working house is equipped with fifteen rapid handling legs enclosed by steel casings. All legs extend to top story of cupola and the leg belts carry Buffalo buckets. All heads are driven by Independent Westinghouse motors through Falk Herringbone Gear Drives.

The four receiving legs, each of which has 2 rows of 8x8x20-in. buckets and a 96-in. head pulley are equipped with switch valves so that each leg is tributary to two sets of garners and scales. This arrangement being designed to expedite the removal of grain from receiving sinks under car dumpers and prevent a congestion of the unloading facilities. Each of the four shipping legs has 2 rows 8x8x20-in. buckets and a 96-in. head pulley.

The heads of the two separator and the two clipper legs are equipped with 2-way valves by means of which grain can be diverted to an adjacent garner or through a by-pass spout direct to the Mayo distributing spouts on the bin floor. The separator legs have 7x7x20-in. buckets and the clipper legs 7x7x16-in. buckets. Both have 96-in. head pulleys.

Each of the two drier legs are equipped with a 2-way valve by means of which grain may be spouted to an adjacent garner or to the garner above each of the two drier scales or through a by-pass spout to a telescope spout on the bin floor. Each has 7x7x16-in. buckets and a 96-in. head pulley.

The bleacher leg has 7x7x16-in. buckets and an 84-in. head pulley. It is equipped with a 2-way valve by means of which grain can be spouted to an auxiliary steel garner or to the bleacher conveyor above storage bins.

Each elevator leg casing is numbered at each floor and each scalehopper and garner is numbered. Each spout or belt loader to a bin, garner, leg or conveyor is marked with the number of the bin, garner, leg or conveyor to which it discharges. All spout holes in the working house bin floor are numbered so as to facilitate the distribution of the grain.

All elevator leg casings, elevator heads, spouting and fixed belt loaders are made of steel and dust proof.

THE CONVEYOR BELTS: All of the 11,872 feet of conveyor belting used is 42-in. 4x5-ply, while 3,408 feet of the 42-in. elevator belting is 7-ply and 2,018 feet of the 18-in. elevator and 852 feet of 22-in. belting is 6-ply. Diamond Conveyor and Elevator belting is used throughout the plant—18,398 ft. in all.

Most of the conveyor belts are equipped with Webster self-propelling trippers. Three of the trippers are four pulley for use on the reversible transfer belts. All others are two pulley. All tripper pulleys have Hyatt Roller Bearings. Tripper spouts facilitate the diversion of grain from belt to bins on either side. Fixed bridges in the storage units and swing bridges in the working house afford easy passage over the belts.

Each conveyor belt is driven by an independent Westinghouse motor of ample power, the power being transmitted by the Morse Silent Chain Drives. The speed of the driving sprockets on motors range from 685 on the receiving and reversible transfer belts to 865 rpm. on the shipping belts. The speed of the driven sprockets range from 129 rpm. on the storage and shipping belts to 170 on the receiving belts.

After the grain is received by any one of the four 42-in. receiving belts in the basement of the dumper shed and carried to the boots of the four receiving legs it is elevated, weighed and dropped either to the reversible transfer belts in the spouting story or to the bins of the working house or to one of the six 42-in. belts to storage annex.

Electric Power: High tension alternating current comes into the plant from the Kansas City Power & Light Co. at 13,200 volts, 3-phase, 60 cycles, over a feeder cable to the outdoor substation, where the power current is transformed down to 440 volts by three 666 k.v.a. transformers, and the lighting current to 115/230 volts by one 50 k.v.a. transformer. The little direct current needed for telephones, etc., is obtained from two motor generator sets installed in duplicate on the second floor of the office. All transformers are single phase of the self-cooled type and mounted on concrete foundation.

The low tension switchboard is a slate panel two inches thick mounted on pipe frame supports on the second floor of the shop building. The board contains an oil circuit breaker for each motor or power feeder, and a separate panel with lever switches for controlling each lighting of signal feeder circuit.

To economize in the cost of current supplied by regulating the power factor in accordance with the rate schedules of the power and light company a synchronous condenser and control panel has been installed in the shop building. The condenser is of 1,000 k.v.a. capacity operating on 3-phase, 60 cycle, 440 volts alternating current, complete with field discharge resistance. The control panel of this machine carries auto transformers, A. C. ammeter, field switch, oil circuit breakers with overload and

no voltage release, and sequence interlock, and necessary current and potential transformers.

All wires or cables are Okonite single or double braid, and where underground are lead-covered. All conduits in the buildings proper, excepting in the first floor of the working house, are embedded in concrete. All wires for telephone service are lead covered. No drop cords are permitted. Connections between oil switch, compensators and motors are in iron conduit, and no exposed wire is permitted.

All motors are of the standard Westinghouse squirrel cage type. For all motors above 75 h.p. the starting equipment is an E. C. & M. Automatic Compensator, with no voltage protection, protective panels and master switches. All contacts in these compensators make and break under oil in sealed cases unaffected by outside dust. Remote control of the 175-h.p. motors is handled thru these oil immersed compensators from master switches which also have their contacts under oil. Thus there is no chance for any open arc which might cause a dust explosion.

As an added precaution the motors are protected by special oil immersed overload panels. The entire panel, front and rear, is inclosed in a dust tight steel cabinet, the doors of which are provided with felt gaskets. When an overload occurs the protective panel opens the circuit to the operating coil of the automatic compensator, causing the compensator to disconnect the motor from the line. Remote reset of the overload protective panel is provided thru the master switch that controls the compensator.

The motors of 75 h.p. and under are thrown directly across the line, with braced coils, with the effect of getting higher torque in starting. The starting equipment of the motors of 60 to 75 h.p. consists of single-throw, three pole oil circuit breakers with two adjustable inverse time overload relays and no voltage release coils. Under 75 h.p. all motors have similar

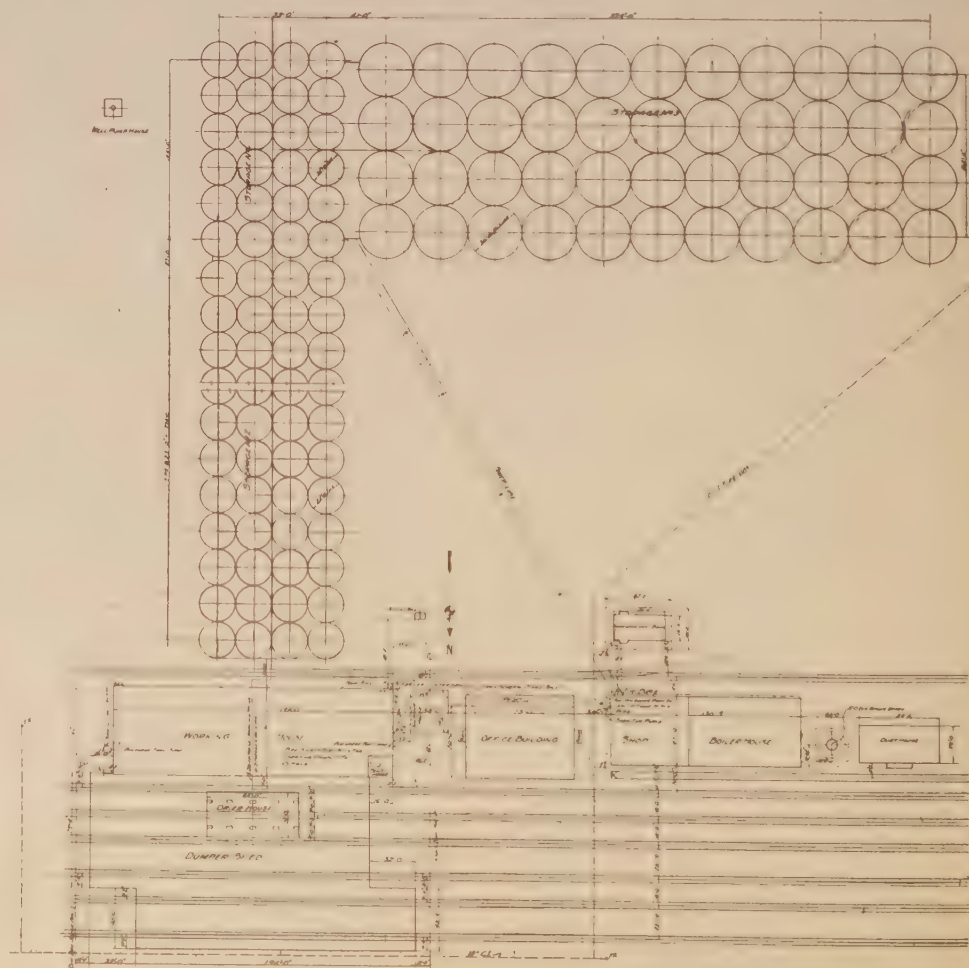
starting equipment, with oil immersed switches or circuit breakers.

The 85 electric motors in the plant range in size from the 3-h.p. motor operating the sump pump and the 5-h.p. motor used for operating the blower for loading dust in bulk, to the eight 175-h.p. motors operating the receiving and shipping legs. Motors of 75 h.p. are used on the 2 separator legs, three on the car pullers, and one each on the sweeper fan, air compressor and fire pump. Motors of 60 h.p. each drive the four oat clippers, 10 conveyor belts; and there are 17 motors of 50 h.p. driving the two clipper legs, bleacher leg, 4 belt conveyors below storage, two sweeper fans, four legs between No. 1 and No. 2 and the two drier legs in the old building. The two wheat washers have 25-h.p. motors. The bleacher fan has one of 40 h.p.

For the purpose of removing dust from the motors the plant is piped for a compressed air system, the outlet valves being so located as to make it possible to reach any motor with 100 ft. of air hose. The air is supplied by a compressor in the boiler room which is operated by a 75 h.p. motor.

IN THE GARNER STORY which is 24 ft. 6 in. deep, are twelve reinforced concrete garners of 3,000 bushels capacity over the twelve main scales. At the west end of this story is the auxiliary steel garner which receives grain from the bleacher leg and discharges it to a five unit grain cleaner on the bin floor. Each of the main garners is equipped with a special roller bearing plate and angle valve operated by an individual lever convenient to weighman on scale floor below. There are also two steel garners of 800 bushel capacity over the two drier scales. A steel walkway has been supplied at this level to provide easy access to windows in this story.

IN THE SCALE STORY, which is 21 feet deep, are twelve 2,500 bus. specially constructed type S Fairbanks scales. All of the hoppers are



Ground Plan of Santa Fe Elevator "A" and Storage Units at Kansas City.
[See pages 779 to 789.]

cylindrical and of steel. These Type S scales differ somewhat from previous designs of hopper scales in that the suspension bearing principles previously used in railroad track, auto truck and depot scales has been applied to the hopper scale. The scales and their beams set on the same concrete floor, so that it is possible for the weigher to see his scale at all times and the inspectors to walk around the scale parts for examination.

The levers in the scale are all loaded on their true center line, thereby using the same principle which has been demonstrated so successfully in other lines of scales. The suspension bearings provide that such disturbances as are given to the hopper by pounding the hopper slides to remove the last grain from the hopper do not in any manner disturb the position of the bearings on their knife edges, which insures that the scales will hold their balance. The beam outfit, pillars and shelf are all metal, which support an upright beam stand having compensating bearings engaging the beam pivot. In order to speed up the operation of the scale and to make it unnecessary for the weighman to handle counterpoise weights, an improved weight lifting device was attached, so that within a few seconds the counterpoise weights are mechanically lifted off the beam, and the weighman can always check the balance of the scale before weighing another draft. This constant checking of the balance insures that there is no foreign matter such as caulking paper, bags, or grain buckets left in the hopper to cause an error in succeeding loads of grain.

The notches are on the bottom side of the beam, thereby preventing the lodgement of dust or other material in them which cause error in setting the poise. Weight of grain is printed on weight ticket.

In addition two 500 bu. Fairbanks hopper scales, are provided for weighing grain to and from the driers. The large scales are equipped with 48-in. rotary valves operated from the scale floor.

The tops of all scale hoppers are made dust proof by means of cotton duck attached to garner above, but left free at the bottom. Each scale hopper and each garner is vented through the roof by means of a galvanized pipe 12 inches in diameter surmounted by an Aeolus Ventilator.

IN THE SPOUTING STORY, which is 22 ft. deep, are two reversible 42-in. conveyor belts running the full length of the working house and each is equipped with a 4-pulley Webster tripper and a traveling belt loader. In this story are 120 square steel spouts, carrying grain to the 2 reversible transfer belts, 6 receiving belts over storage bins, to the 8 loading

spouts, to the garner over the driers, to the Mayo distributors and to two 12-in. telescope spouts in the story below.

IN THE STORY above bins which is 20 ft. deep, are ten 20-inch Mayo distributing spouts which receive grain from the hoppers of the main scales above and divert it to bins of working house and to the 6 large storage belt conveyors. The two 12-in. telescope spouts receive grain from the drier legs and divert it to a number of the working house bins. All spouts and their several parts are so built that similar spouts and parts are interchangeable. The Mayo spouts reach bins within a radius of 18 feet and the telescope spouts within a radius of 19 feet.

THE BIN STORY of the working house which is 70 ft. 6 ins. deep, is formed of 65 reinforced concrete bins varying in capacity from 2,100 to 12,000 bus. Twenty-four bins are square, the others are rectangular in form. The total capacity of these bins is 483,500 bus. divided as follows, 2 bins—2,100 bus. each; 14—3,500; 7—4,000; 11—4,500; 1—6,000; 6—9,800; and 24 bins 12,000 bus. each. The valves and turn heads for these bins are operated from the first floor; the valves by manilla ropes, the turn heads by flexible wire ropes.

ON THE FIRST FLOOR: The four No. 15 B Monitor Warehouse Separators and the four No. 10 Monitor Oat Clippers are steel clad and fitted with ball bearings. The separators are arranged in batteries of two machines so that each battery will spout to one separator leg and the four oat clippers are arranged to spout to two clipper legs. The separators and clippers are provided with fixed spouting from the bins so that each machine will be fed from one bin. The screenings from these machines are discharged to a screw conveyor

in the basement which carries them to the boot of either of the clipper or bleacher legs. All other spouting in the first story, which has a 22 ft. ceiling, is portable and closed on top. A small steam heated room has been provided in the first story for use of the man in charge of the floor.

A dummy elevator running between weighman's office on scale floor of working house and the ground floor provides quick transfer for tickets and papers.

A passenger elevator of the selective push button control type operates between the first and the top floors with landings at all floors.

Two polished sliding poles of 2½-in. brass pipe afford quick descent from the scale floor to spouting floor and from the spouting floor to the bin floor.

THE BASEMENT with its 17 ft. ceiling contains the boots of the 15 legs with feed opening on both back and front, controlled by gates. The boot pulleys are fitted with Hyatt Roller Bearings and Edmonds patent adjustment for taking up the slack and maintaining a uniform tension in the belt. To the boots of the receiving legs the four receiving belts deliver grain from the dumper shed.

An unusual feature is the fact that the discharge ends of the four shipping belts are located on the first floor and grain is spouted either to the reversible basement transfer conveyor or direct to the boots of shipping legs. The transfer conveyor located on a structural steel gallery also receives grain from the working house bins and spouts to the boots of all legs. All boots rest on the cement floor; no boot pits or tanks being used, so a choke can easily and quickly be relieved without loss of grain or time.

A 12-in. screw conveyor extends the full length of the basement and carries the screenings from the clippers and cleaners above to the boot of the bleacher or clipper leg. The nine conveyor belts and the screw conveyor are operated by individual motors and chain drives.

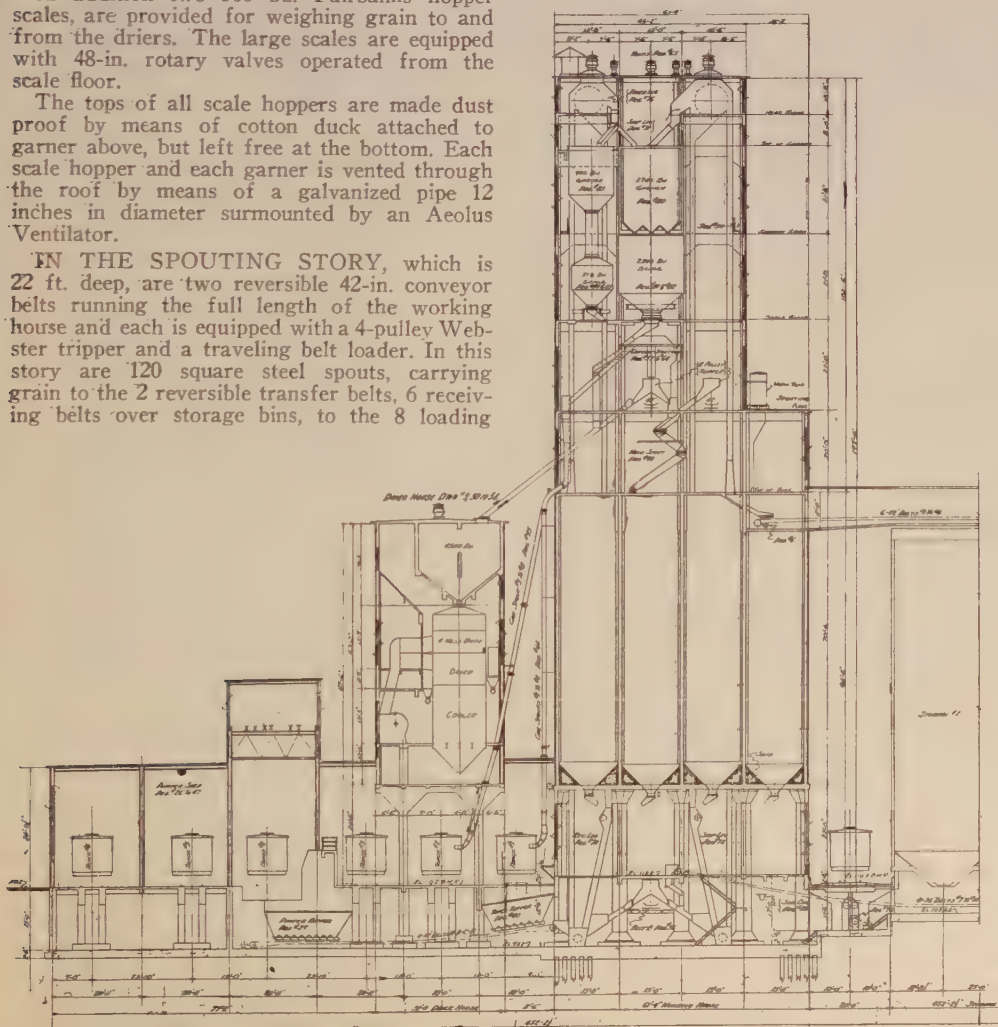
The Dumper Shed extends along the north side of the working house and over six tracks. It is 226 ft. long, 102 ft. 2 in. wide, and 51 ft. high. It is constructed of structural steel on heavy concrete foundations. The enclosing walls of the dumper shed and the pent houses on top of it are of No. 11 gauge corrugated zinc. The side walls of the shed as well as the pent houses are largely of glass.

All track openings to the shed are closed by rolling steel doors. The six tracks passing thru the shed are numbered consecutively, the one next to the working house being No. 1, which is designed primarily for unloading special loads of grain. Under it are two receiving sinks and power shovels are provided for each sink. The valves controlling the outlet from these hoppers are operated from the first floor of the working house.

Cars on tracks 1 or 2 can be loaded from working house, eight rectangular car loading spouts 10x16 ins. equipped with bifurcated distributors being provided for this purpose.

On each of tracks No. 3, 4, 5 and 6, is a Metcalf car dumper which expedites the unloading of grain laden cars and minimizes the expense for labor. Beneath each dumper is a large hopper receiving sink which is equipped with valves for controlling the flow of grain from the hopper to the 42-in. receiving belts underneath. These belts deliver the grain from the receiving sinks to the boots of the four receiving legs in working house. Car dumpers as well as the outlet valves of the receiving sinks are under control of the operator on the dumper. At an unofficial test made recently without the operator's knowledge 8 cars were unloaded by one dumper in 62 minutes. The cars contained wheat, corn, oats and rye and each car was separately binned in the elevator.

In the basement of the dumper shed are six endless cable car pullers with two drums each, arranged so that each will readily move cars in either direction on the track above it. The pullers are operated by levers on the track



Cross Section of Dumper Shed, Drier and Working House, Santa Fe Elevator at Kansas City.

floor of the dumper shed. Each car puller is supplied with about 1,800 ft. of $\frac{3}{4}$ -in. plow steel cable. The car pullers were specially designed and are exceedingly powerful machines.

The Driers: Immediately above tracks No. 1 and 2 and between the dumper shed and the working house is the grain drying plant. It is of reinforced concrete and houses four No. 6 Hess Driers. A large garner above each of the driers receives grain direct from the working house and the dried grain is spouted to the boots of two drier legs in the working house.

With the installation of the new Hess driers, the Santa Fe elevator will have a drying capacity of approximately 72,000 bus. per 24 hour day. The new drier building has unusually large windows giving an abundance of light in all parts. Each unit of drier is separated from the others and each may be operated independently. The drier is equipped with the Hess dust collecting system by means of which all dust from drying grain is automatically drawn out of the building and collected.

The old drier building at the south end of storage 1 and 2 has been converted into a wheat washing plant. Two cylindrical wheat washers with capacity of 300 to 400 bushels per hour each have been provided. Two of the old Hess drier units have been retained to operate only in conjunction with the wheat washers. The drier legs originally installed handle grain to and from the washers. Water is provided from a 12-in. well drilled nearby and equipped with a motor driven centrifugal pump having capacity of 150 gallons per minute.

The Sacking Room over the dumper shed and at the east end of the drier house is equipped with two 4-bu. Richardson Automatic sacking scales, which will receive grain direct from sacking bins in working house and filled

sacks are spouted direct to cars on Track No. 1. These machines will sack from 4 to 7 sacks per minute.

Office and Welfare Building: The office of the superintendent and the welfare building is 50x75 ft., two stories high and of brick construction on a concrete foundation, and adjacent to the working house. In it are provided lockers, showers, toilet and other conveniences for the employees. In the office is a well equipped laboratory for conducting moisture and protein tests.

Pneumatic tube ticket carriers, 3 ins. in diameter, afford quick communication between the superintendent's office in the office building and the weighmen's office on the scale floor of the working house.

The Boiler Room and shop building beyond the office building is 47 ft. 10 in. x 130 ft. 9 in., and 30 ft. 7 in. high. The outer walls are of brick and the boiler room is separated from the shop room by a heavy brick wall extending from floor to roof. This building is ventilated with two 36-in. Aeolus Ventilators. Three boilers are installed in this house to heat the office and welfare building and to supply steam to the driers and bleachers. The shop contains all necessary machine tools needed for repairing equipment, also the fire pump, air compressor and synchronous condenser. The second story of the shop contains the switchboard and is the electrician's headquarters.

Breechings from the boilers are connected to a reinforced concrete stack having a reinforced concrete foundation on piles. Stack is 6 ft. in diameter, 109 ft. high, lined with fire brick laid in cement mortar and protected by lightning rods.

The Dust House beyond the boiler house

is built of brick on a concrete foundation. All floors are of reinforced concrete and all roofs are of reinforced concrete with 5-ply composition roofing. Three Cyclones on the roof of the dust house discharge to sheet metal hoppers immediately over the Monitor Dust Packers located on the second floor of the dust house. One Cyclone is connected with a blower to load bulk dust into cars.

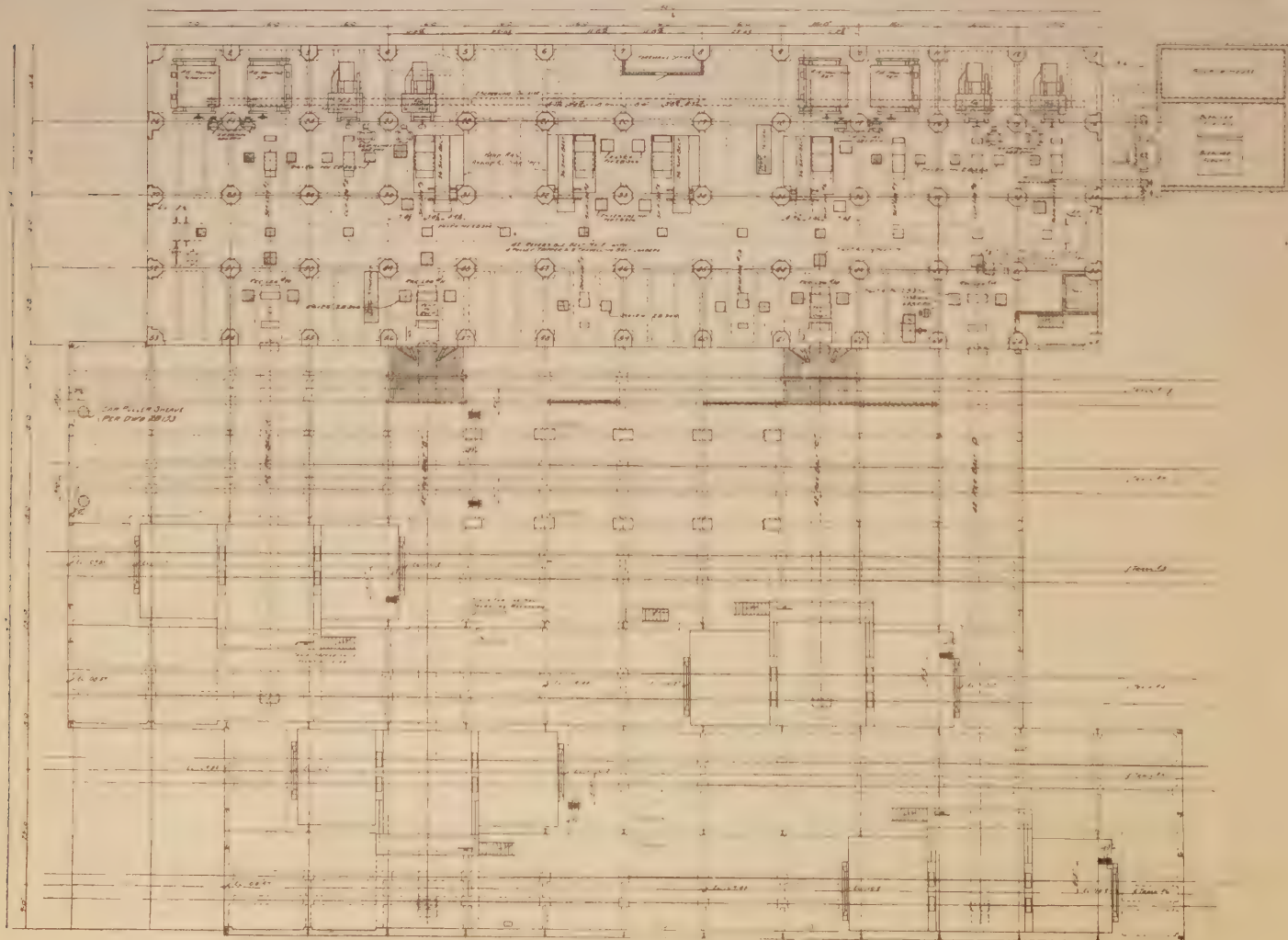
THE DUST COLLECTING SYSTEM is complete in every department, the 55 floor sweeps and collectors for the dust from the cleaning machines and driers being arranged and operated in three separate units. In the working house and storage cupola are 31 floor sweeps connected to an exhaust fan on the bin floor which discharges to a collector on the roof of the working house cupola.

The second unit consisting of 24 floor sweeps is designed to take care of the dust from the basement of storage, working house and dumper shed as well as the dust from each end of the transfer belt conveyor in the working house basement.

Unit No. 3 is designed to remove the dust from cleaning and clipping machines on the first floor and from the driers.

Twelve Cyclone Dust Collectors collect the dust and exhaust to the outside air. Four large capacity fans operating the system are equipped with ball bearings and directly connected to individual motors of 50 and 75 h.p. Traps of special design are installed to remove all grain that may be mixed with the dust and convenient devices for sacking it are provided.

Bleachers: At the west end of the working house is an Ellis type double bleaching unit consisting of two cylindrical towers and a sulphur furnace with capacity of 4,000 to 5,000 bus. per hour. Two of the working house bins



Ground Plan Dumper Shed and Working House Santa Fe Elevator at Kansas City.
[See pages 779 to 789.]

The 6,250,000-bu. Reinforced Concrete Santa Fe Elevator "A" at Kansas City. [See pages 779 to 789.]



are arranged with false bottoms so that the upper portion of each bin serves as a garner to store a 24 hour supply of oats to keep the bleachers running. The oats are spouted direct from these bins to the bleacher towers which are constructed of reinforced concrete. The bleached oats are discharged into a screw conveyor which delivers them to the boot of the bleacher leg. This leg elevates the oats to the top story of working house and discharges them either to an adjacent scale or to another screw conveyor which carries them to any one of a number of bins.

A complete system of intercommunicating automatic telephones is installed throughout the plant, and each of the 36 phones are provided with an extension bell.

Complete electric light and signal systems are installed in all buildings.

Every incandescent lamp in the working house, drier house, sacking room and dumper shed is enclosed in a dust-tight globe, and where exposed to mechanical damage is enclosed in a strong guard. Reflectors are provided outside of the dust-proof outer globe to direct the light upon the scale beam.

The lamps used for the signal system are 25-watt Mazda and equipped with natural colored vapor proof glass globes.

Signals for the car dumpers consist of green and red lights connected by means of 3-way switches to a similar set of lights on the scale floor. The operator at either end of the system may turn on the green light and extinguish the red light, or vice versa, and these lights are wired selectively so that the lights of only one color at both ends of the system shall show at one time. Thus it becomes obvious to the operator when he has pressed the wrong button. Similar signals are used for the operation of the legs and basement belts. At two locations along the belt runway are installed a red and green signal light with a push switch; and these lights and switches are connected to the signal systems for the four shipping legs, and the operation is from a station under the bins to the scale floor with additional operation at the first floor.

Fire service piping is provided with hydrants at many convenient points. Stand pipes with 50 feet of fire hose and nozzles on reels are provided on each floor of the dumper shed, drier house and working house. These 6-in. standpipes and many yard hydrants are supplied with water by a two stage, centrifugal fire pump with a capacity of 750 gallons per minute. This pump which has a working pressure of 125 lbs. is located in the shop building. It is operated by a 100 h.p. motor.

Fire doors are provided at all conveyor belt openings between the working house and storage unit No. 1. The fire door consists of a roller beneath the lower belt, a roller between the upper and lower belt and a sliding door attached to roller.

All inside doors are approved fire doors.

The enclosed spiral fire escape outside the west end of the working house has a swing door and landing at each floor level.

DRAINAGE: Great care has been exercised not only to prevent the interference with the operation of this elevator by water, but also to relieve quickly any excess moisture. Along each side of the working house and dumper shed are six 6-in. sewers which discharge into an open ditch at a lower level. The floor of the working house basement and the dumper shed basement are both sloped so as to drain to floor drains and these drains are connected to soil pipe. At each sump in the working house is placed an automatic centrifugal sump pump, driven by a 3 h.p. motor direct connected. These pumps have a capacity of 140 gallons on a 15 ft. lift.

This modern fireproof plant together with the many improvements in the storage units

was designed and built by the Jno. S. Metcalf Co.

The bleachers were supplied by The Ellis Drier Co.

The double reduction herringbone gear drives for the elevator heads were supplied by the Falk Co.

The driers were made and installed by the Hess Warming and Ventilating Co.

The ventilators were supplied and installed by the Aeolus Dickinson Co.

The Monitor Grain Separators, Oat Clippers and Dust Packers were supplied by the Huntley Mfg. Co.

The elevator heads, boots and buckets, the carpullers, the trippers, the Mayo and telescope spouts, the belt rollers and conveyors, all pulleys, power shovels, leg casings and spouting were supplied by the Webster Mfg. Co.

Thirty-eight of the silent chain drives are of the Morse improved type, designed to take care of 50% momentary overloads without straining either sprockets or chains. These short center drives transmit 1,395 horsepower from motors varying in size from 5 to 75 h.p. and reduce the speeds from 570 and 685 at the driver to 129, 140, 170, 475 and 497 at the driven pulley. All are encased to retain the oil and grease and were supplied by the Morse Chain Co.

This modern 6,250,000 bushel storage and rapid handling elevator of the Santa Fe is operated by the Davis, Noland, Merrill Grain Co. of Kansas City, whose officers are Geo. H. Davis, pres.; N. F. Noland, vice-pres.; H. A. Merrill, treas.; M. Gundelfinger, sec'y. E. I. Odell is gen'l superintendent. Frank Wilson is superintendent of the elevator.

A letter addressed to the International Institute of Agriculture at Rome, Italy, suggested that the institute promote a meeting of grain experts from all the important grain growing countries of the world, at which the most efficient grain growing methods would be discussed and studied. It came from Mussolini, the dictator of Italy, and reports have it that arrangements are being made to conduct such a congress.

Government Must Go Out of Business

A conference was held recently in Washington which representatives of 140 national organizations attended. The purpose was to insist that the government must go out of business and must refrain from engaging in functions which are purely those of the individual citizen. A declaration of principles was enacted and the delegates returned to their respective homes to put these principles into operation. This is the statement of the conference:

Government enterprise pays no taxes. When the Government displaces private business, the loss in taxes, as well as the excessive cost of operation, is levied upon property and business which survives. The national defense is best and most economically served by private business enterprises, which may be converted to war purposes in case of emergency.

Government enterprise almost invariably incurs a loss far exceeding any possible profit. These losses constitute an unjustifiable waste of public money. Costs of Government are concealed from the public by neglect to employ a system of cost accounting which fully reveals the total expense.

Government in business drives citizens out of legitimate occupation. It discourages business which is threatened. It squanders the money of the taxpayers, increasing their burdens.

It is marked by extravagant delays, public inconvenience and loss. It deludes those engaged in agriculture, industry and commerce with estimates of cost in undertakings for which they must pay, piling up costs in excess of estimates under no responsibility or check.

Government and industry must be protected against the assaults of those who would destroy both by confusing the functions of each. The door of opportunity must be kept open.

We call upon every citizen to take a stand squarely on the proposition that the American Republic is founded on the private ownership

of property and maintained by the private enterprise of those engaged in gainful occupations.

Disposing of the Surplus Crops.

BY B. H. HIBBARD, UNIVERSITY OF WISCONSIN.

It seems that 2,500,000,000 bus. of corn is likely to be worth about the same number of dollars, whereas 3 billion bushels is worth not over two-thirds to three-quarters as much. Suppose 10 or 12 per cent of the 1921 crop had been withheld from market. The result might easily have been an increase in the aggregate selling value by some half billion dollars. The 350,000,000 bus. taken off the market would, however, have made, added to the 3 billion bushel crop of 1923, the greatest surplus of corn ever known. It would have been necessary to withdraw from the crop of that year 500,000,000 bus., making in storage 850,000,000 or a third of a crop. But again the 2½ billion put upon the market would have brought in cash \$300,000,000 more than did the full amount grown. Had the accumulated surplus of the years 1922 and 1923 been put on sale in 1924 the \$1.00 a bushel would have been reduced to 50 or 60 cents, and surely no one would want a surplus of preceding years added to the 1925 crop. In other words, there will never come a time when it will seem desirable to throw the surplus back onto our own market, since this means leveling down as well as leveling up.

Poolers Would Hold the Sack.—Should it ever be feasible to hold produce over from one year to another in the hope of a higher price it will be necessary to bring everybody into the arrangement. Otherwise the poolers will be left holding the sack—a full one true enough—but withholding the contents from the market while the non-pooler sells at an augmented price.

To handle a surplus by holding for a period of years, and it has been tried, requires a membership including all important producers, a system of financing including the advancement of money running into vast sums, and a policy by which the surplus may be disposed of to the satisfaction of the producers. The raisin growers view a surplus running beyond a succeeding harvest as a calamity. The prune growers hold the same view.

One tobacco co-operative has recently gone to pieces, wrecked by a surplus; another one is looking earnestly for a way out of serious trouble of like kind. Whatever may be the difficulties of withholding a quantity of goods from a market, it is much easier than finding a market for them later.

Co-operative companies may be wonderfully effective in selling produce. They are not so sure to succeed in the rôle of the speculator. In order to do so, even measurably well, they must approach monopoly control, and such control must include not merely the disposal over the major part of the product on hand, but should also manifest itself in a control of output.

A remedy for the surplus ills not yet tried may eventually prove effective, viz., some sort

of insurance. No company of the present day would dare undertake the responsibility of insuring the farmers as a whole against low prices. It may be that a minority could be so insured.

Every now and then, even from the highest political stations, comes the cheering announcement to the farmer that his ills are being taken care of by the growth of population and the limitation of the land supply. This may be true, but there is opportunity for an endless amount of grief and bankruptcy before the happy balance is reached. To sit patiently waiting for nature to make the adjustment, conceding if you please, that she is doing it like waiting for all the water to pass under the bridge, or for a glacier to come down a mountain side. It is cold comfort to tell the farmer that increase in population will create a market for his excess product.

Resort to Socialism.—In some way the creation of a disastrous surplus should be prevented. If not wholly prevented, at least lessened. The way to do it may not be clear, but it must be found. Probably it will prove to be not a way, but a group of ways, or means.

Prominent among the programs that offer relief is one, long neglected, which would bring under social control the utilization of the land resources of the country. This does not mean a violent revolution. Quite the contrary. The bulk of the farm lands would be left as it now is in private hands; the owners using it as they see fit. It would mean that the best thought available would be used in determining the purpose and end to be served by the lands of the country which are in the doubtful list. Prominent among such lands, embracing hundreds of millions of acres, are those which once bore forests, and which now are of doubtful value as arable land. Many millions of acres should as speedily as possible be put back into forest, for while corn is distressingly cheap, lumber is correspondingly dear. Still we insist on destroying the forest and its prospect in order to grow more corn to add to the surplus.

Calendars We Have Received.

Date cards for 1926 for use in the "Eureka" desk calendar are being sent out by the S. Howes Co., Inc., of Silver Creek, N. Y. With them is a card wishing the recipient "the best of Health, Happiness and Prosperity."

An excellent calendar of large dimensions is being distributed by the American Maize Sales Corporation. The pad bears large figures for the current month and smaller representations of the previous and following months. The trade mark of the company is reproduced in full colors on the calendar, showing maps of North and South America in relief on a blue globe, which in turn rests on a huge ear of golden yellow corn, partially shucked.



The Bleachers, Working House and Storage Unit No. 1 of Santa Fe Elevator at Kansas City.
[See pages 779 to 789.]

Corn Millers at St. Louis.

The 9th annual convention of the American Corn Millers Federation was held in the Jefferson Hotel, St. Louis, Mo., on Dec. 11 and 12. A good attendance registered.

Among the problems discussed was co-operation, cost accounting, standardization and sales promotion.

Pres. J. W. Craver gave an address from which the following was taken:

I am a firm believer in these meetings, and in co-operation, both of which I feel to be absolutely necessary to the success of our business, just as necessary in fact, as buying grain for our mills.

In my experience in the milling business I have never attended a convention where I failed to learn something that fully repaid me for time and money spent. I believe this to be the experience of every member of our organization. Exchange of views is the medium through which we gain knowledge.

The past year has not been a bed of roses. Seriously speaking, it has been one of the most unsatisfactory years in our history. At our meeting a year ago, many of us felt, even though we did not admit it publicly, that we would experience an unsatisfactory year, and our forebodings proved true. Some of us endeavored to avoid the pitfalls but failed. I am safe in saying that our volume of business on the whole has been satisfactory—perhaps larger than in many years—but this does not spell everything. Personally I would rather sell two cars of meal at a profit, than four cars at a loss. Many of us have sacrificed profit for volume.

Our industry is overbuilt, bringing about a situation that permits of no easy solution. This situation was brought about by conditions over which we had no control, or conditions growing

out of the war, together with the adoption of prohibition, which eliminated the sale of grits to brewers.

Other industries do not attempt to operate their plants 24 hours per day—the great majority of them operate only 8 to 12 hours per day. We are apparently obsessed with the idea that we must run our plants 24 hours and this is the source of much of our trouble.

It is my suggestion that we base our cost on a 12-hour run, and if by chance we are able to operate 24 hours, we are the gainers. Most of us base our cost on a 24 run, and then when we run but 12 hours we lose. Any business, if legitimate, is entitled to a legitimate profit. We can only by common sense methods and sane thinking overcome the baneful effects of overproduction.

Some millers continue to sell corn meal instead of featuring a label. If each unit would immediately discontinue selling meal by grades and instead feature labels we would soon note improvement.

Selling by grades has had a tendency to encourage misbranding which has threatened the very life of our industry.

Within a few days 1925 will have passed into history and we will be facing a new year. Prospects for the coming year are most encouraging. I see nothing to prevent you from doing a large volume of business. Corn products are in good demand and are gaining in favor. The corn crop this year was large, and is commanding reasonable prices. Flour and potatoes are very high, and undoubtedly the corn millers have the best prospects in a number of years for a steady business.

Keep away from selling for deferred delivery subject to a carrying charge, for this course has been the means of putting many concerns on the rocks.

Colvin B. Brown, chief of the organization service of the Chamber of Commerce of the

United States, gave an interesting paper on trade ass'n work, saying:

Our civilization has become too complex, industries and trades have become too interdependent for individuals acting alone to maintain the necessary balance between men's wants and the means of supplying them. This complexity calls for a new social unit, the trade association. Business men owe their allegiance to the trade association that is properly organized and functioning. There is need of the service which trade association can render.

C. H. Ferris, New York, discussed cost accounting.

The new Executive Com'tee consists of Mr. Adams, C. J. Travis, Louisville; R. R. Clark, St. Joseph; L. D. DeBurger, Springfield, Ill.; J. F. Weinmann, Little Rock; Ed S. Miller, Omaha; and Mr. Miner.

Pres. Craver, who retires from the vice-presidency of the Aunt Jemima Mills of St. Joseph, Jan. 1, was prevailed upon to give up a planned tour of Europe, and to accept the presidency of the American Corn Millers Federation again and devote all of his time to the organization. R. C. Miner, Wilkes-Barre, Pa., was elected to succeed T. R. Hillard as vice-pres. T. B. Andrews, Memphis, was re-elected vice-pres. Reynier Van Evera, Kansas City, was re-elected sec'y-treas.

The McNary-Haugen bill was reintroduced by Senator McNary Dec. 21. Evidently the agitators who live on membership fees received from disgruntled but misguided farmers must be humored by the vote chasers.



One of Four Metcalf Car Dumpers unloading Grain in the Dumper Shed of Santa Fe Elevator "A" at Kansas City.
[See pages 779 to 789.]

Time Limit Governed by Law in Effect When Loss Occurred.

The Supreme Court of Kansas on Nov. 7, 1925, reversed the decision of the Wyandotte County District Court, and held in favor of the Director General of Railroads, that suit for shortage was not brot in time, by the Farmers Grain Union, of Walker, Kan.

The car was delivered to the Union Pacific Jan. 9, 1920, for transportation to Kansas City, Mo., where it weighed correctly the amount loaded, and was sold to the Simonds-Shields-Lonsdale Co., which on Jan. 13 exchanged the B/L for a new B/L and shipped the car to the Washburn-Crosby Co. at Buffalo, N. Y., where the shortage was discovered, and for which the Grain Union brot suit.

The court said: Transportation to the new destination was effected under the new contract of carriage, not the old one, which had served its purpose. Plaintiff was not a party to further movement of the grain. On account of the course of dealing in the grain plaintiff was exposed to a contingent liability, which, when it accrued, enabled plaintiff to claim privity to the transportation from Kansas City to Buffalo, not as a shipper, but as one suffering loss. This interest arose from and attached to the transportation from Kansas City to Buffalo. As an incident to that transportation the interest was necessarily subject to the terms of the contract of carriage between these points.

While the evidence of the contract of carriage issued by the Union Pacific agent at Walker made no mention of a time limitation upon commencement of suit, the terms of the contract, in fact binding on both carrier and shipper, were contained in the carrier's tariff schedule on file with the Interstate Commerce Commission. That schedule contained the limitation formally inserted in the second bill of lading.

The limitation of time within which suit might be instituted formed part of the contract of carriage; was valid under then-existing law; and the carrier's liability attached on delivery at Buffalo on Feb. 21, 1920. Afterward, and on Feb. 28, 1920, an act of Congress amending the act to regulate commerce became effective,

providing that "it shall be unlawful for any * * * common carrier to provide, by * * * contract * * * or otherwise," for a shorter period of time for commencement of suit than two years from date of notice by the carrier of disallowance of claim, 41 U. S. Stat. 494 (U. S. Comp. St. Ann. Supp. 1923, § 8604a). Plaintiff contends it is entitled to benefit of this statute.

Statute Not Retroactive.—Manifestly, the statute was prospective in operation. It changed the law relating to future transportation, but it had no application to lawful contracts already performed. It is sufficient that, without aid from any rule of interpretation, the words of the statute express the meaning just attributed to it. Besides that, giving one shipper a time in which to sue longer than the time given another shipper is forbidden discrimination, if practiced by a carrier.

It is not likely that Congress intended to discriminate between those shippers whose time to sue had recently expired, and those whose time to sue had not quite expired. Furthermore, limitations upon time to sue contained in transportation contracts are not like ordinary statutes of limitation, which do not enter into the obligation, and it is not to be assumed that Congress intended, if it had constitutional authority to do so, to reach back and invalidate performed contracts on which liability had accrued.

Plaintiff also contends it is entitled to benefit of the Transportation Act of February 28, 1920, providing time within which actions originating during federal control might be prosecuted. 41 U. S. Stat. 461 (U. S. Comp. St. Ann. Supp. 1923, § 10071½cc). It has been authoritatively determined that this act did not invalidate existing contracts, good when made. Leigh, Ellis & Co. vs. Davis, 260 U. S. 689, 43 S. Ct. 243, 67 L. Ed. 460.

The judgment of the district court is reversed, and the cause is remanded, with direction to enter judgment for defendants.—240 Pac. Rep. 842.

Properly handled sidelines interfere in no way with the efficient operation of the elevator and add materially to its profits. Rather they increase the efficiency by keeping the operator busy.

Observations on Equipping the Elevator.

BY PETER A. FIELDMAN

Many elevators in the northwest have the fault of splendid, gradually sloping approaches, but very steep exit ramps. One elevator I visited in South Dakota had an exit slope fully three times as steep as the approach and curved to swing back around a corner of the house toward the elevator office.

Of course the exit ramp need not be so gradual as the approach, since the farmers drive down it with an empty wagon, but a sharp curve on a steep down incline may easily work havoc if the farmer drives a young and frisky team, particularly if a train were to come whistling along about the same time the son of the sod drives out of the elevator. The elevator company would likely have a damage suit on its hands and repairs to make on the driveway.

A little common sense used in planning the construction of the elevator will save the operator many unnecessary risks in operation.

* * *

A number of the elevators in the Northwest place the scale beam in a little private room between the dumps and the public office. In it they keep their records and data so their customers cannot paw over them and get them soiled and out of order. This is an excellent arrangement.

* * *

Many elevators have installed permanent steel gratings thru which the grain is dumped into the pits. Often this grate is narrower than the distance between the wagon or truck wheels and as a consequence when a wagon or truck is dumped much of the grain piles up at the edges and must be shoveled and swept into



Spouts for Diverting Grain to Garners from Elevator Heads of Santa Fe Elevator at Kansas City.
[See pages 779 to 789.]

the pit. Particularly if a truck is dumped, truck boxes being invariably wider than the grating.

Complaint has it that when the grate is wider than the wheels it quickly becomes mashed and out of order. Particularly if it is an opening and closing type. The answer is "install a good quality grate," and have it wide enough so you won't have to shovel and sweep. Or put a couple of run-ways over the grate for the wagon or truck wheels.

* * *

Ed. Pearce at Letcher, S. D., has one of the few elevators with well-lighted driveways that I know. He has installed 2 200-watt electric lights in the ceiling and always keeps them lighted. The farmers' horses do not hesitate to enter it as they do many of the dark driveways of more careless elevator operators.

When I left Washington yesterday congress, only nine days old, had had 10,000 new pieces of legislation introduced. One of every twenty citizens, or more millions than we care to think about, is on some sort of political pay roll. From cradle to grave we are pursued by meddling legislation. Where a mother once washed her boy's ears, now a paid school nurse does it. Verily, paternalism is the curse of modern America.—Senator Moses of New Hampshire.

Close of Lake Navigation.

On the night of Dec. 11, 24 ships were loading grain at Fort William-Port Arthur, to take out 7,000,000 bus. before the official close of navigation at midnight, Dec. 12.

This left 14,000,000 bus. wheat in the elevators, but in the interior are 30,000,000 loaded in cars in transit, so that the stocks at the Canadian head of the lakes will be speedily built up.

Since Aug. 1, 300,520,000 bus. of grain have been loaded on the Canadian Pacific and the Canadian National railways, 53 per cent more than last year, during the corresponding time.

Dirt and Disorder Are Expensive.

BY OBSERVER.

Time after time elevator operators pass up excellent opportunities to draw a greater quantity of trade and make themselves more valuable to their communities. Sometimes it is from failure to observe these opportunities when they present themselves; sometimes procrastination and sometimes just plain neglect to follow business principles.

Cleanliness is next to Godliness. This includes the elevator man in the care of his property as well as the rest of the world. A rubbish heap adjacent to the elevator is unsightly and does more to send trade to a competitor's plant than competition itself. A dirty office with scattered papers and layers of dust here and there is a direct aid. A customer cannot be blamed for getting the impression that such an elevator will keep careless records and give careless weights and that the operator of such an elevator is an unsafe fellow with which to do business.

Careful keeping of the elevator property is sufficient evidence that the operator is a square fellow who builds on the sound basis of square business dealing. A customer immediately gets the impression that he will receive fair treatment and finding that his grain is handled honestly and expeditiously is ready to recommend the place to other prospective customers.

A further point consistent with cleanliness is keeping the plant in good repair. A leaky roof in the rainy season can make excellent wheat grade a point or two lower by adding to the moisture content. Herein is another argument for metal roofing. During the hot summer months it will not curl up and warp out of shape to develop leaks at a later date.

A carefully kept elevator, like a carefully kept home, is a three-fold benefit to the operator. It dispenses a cheery atmosphere and by reducing shut-downs and break-downs increases the efficiency of the plant and the disposition of the operator. It reduces the insurance premiums automatically by reducing the fire hazards.

Judgment Against Carrier Selling Shipment.

The Supreme Court of North Carolina on Nov. 4, 1925, gave judgment in favor of J. P. Temple in his suit, started Aug. 15, 1919, against the Southern Railroad Co. to recover the value of a carload of hay.

The B/L for the shipment was issued by the Grand Trunk at St. Lambert, Quebec, Mar. 5, 1918, to be shipped to Macon, Ga., to order of Wm. C. Bloomingdale, shipper, notify J. P. Temple.

The agent at Macon refused to deliver the car to Temple because of a disagreement as to the correct rate of freight, the agent demanding 55.2 cents per hundred pounds, which was not the lawful rate. Temple was willing to pay the lawful rate.

The railroad company sold the hay and retained all the proceeds, claiming they were not sufficient to pay freight, demurrage and other lawful charges.

The defense of the railroad when Temple brought suit was that he had not filed his claim in four months, but all the railroad's allegations were disposed of by the court in Temple's favor, saying:

This is not an action to recover for loss or damage to the hay, nor for delay in transporting or delivering same. Plaintiff seeks to recover the value of the hay at destination, on day of arrival of car.

Defendants, having sold the hay to enforce its lien for freight and other lawful charges (U. S. Comp. St. § 8604m), is liable to the owner for the balance of the proceeds of the sale. There is no evidence of any sum due defendants except that for freight at the rate of 44 cents per hundred. There is evidence of the market value of the hay at Macon, Ga., on April 23, 1918. There is no evidence of the amount received by defendants from sale of the hay.

Under the instructions of the court, the jury has found that plaintiff is entitled to recover of defendants the sum of \$285.98, with interest from April 23, 1918, and judgment is rendered for this amount. This judgment is affirmed. The assignment of error based upon exception to the instruction of the court to the jury that this action is not barred by failure to file claim in writing within four months as provided in section 4 of the B/L is not sustained.—129 S. E. Rep. 815.



Head of one of the four Receiving Legs of Santa Fe Elevator at Kansas City, Showing Gear Drive, Compensator and 175-h.p. Motor. [See pages 779 to 789.]

The Resolving Dealer Raised His Ideals.

BY E. M. WEGENER

In my living room is a fire-place. One of those big, open wood fire-places in which a yule-log will burn honestly and show a man in his true light. To one side of this is a divan so placed as to face the fire; to the other, a large, over-stuffed chair.

In our family we follow the custom of presenting our Christmas presents to each other on Christmas Eve. The family had been good to me. Willie had spent his 47 cents for a pipe which I shall smoke once-in-a-while just to please him. Mae gave me one of those collegiate ties that she will be able to wear herself when in sport attire. Jack bought me a box of my favorite cigars, showing a discriminating taste. My wife, always looking out for my comfort, supplied a smoking jacket and a pair of "sneakers."

The family had gone to church. Perhaps I should have accompanied them. But, always preferring comfort and solitude before my own fire-place to the oratorical efforts of our pastor I did not. Instead I sat in the big arm-chair, wearing the new smoking jacket and "sneakers," trying to forget the taste of Willie's pipe in the luxury of one of Jack's cigars. The bite on my tongue from smoking the pipe was like the bite from the mistakes and misdeeds I had committed during the year.

I have always attended closely to my own business, so when my competitor came to town three years ago to take charge of the elevator which he now owns, I didn't go over to make myself acquainted. Possibly if I had the struggle that followed might not have occurred. When I found farmers beginning to drive past my door and selling their grain to my competitor I began to worry and then began raising my prices, with the consequence that I lost heavily that first year. I haven't lost much since because, tho I still pay high prices, I leave myself sufficient margin to carry me along.

As far as my competitor is concerned, our little price war didn't bother him very much. He kept on taking a margin that would show a profit and depended upon a sincere friendly attitude towards his patrons to bring him business. This morning I saw him in the salesroom of that automobile

agency down the street. I wouldn't wonder if he were buying a new car. The one I bought 3 years ago will have to do another year.

He has always taken a friendly interest in his patrons and I've heard some of the farmers say he knows more about farming than they do themselves.

My competitor had his scale inspected and sealed just before the corn season so the farmers could be sure they were getting accurate weights. My scale hasn't been inspected for almost two years and I'm afraid it is high time it should be overhauled,

Last fall I took on a line of feedstuffs, a good quality brand. Altho I've made no special effort to sell it, merely putting up the advertising that the feed company gave me, that line has made me nearly as much money as my grain business in the period I've been handling it. It is possible that if I push it a little more and do a little canvassing I'll be able to build it up and carry my grain business along with it to larger volume.

Last summer I dropped my subscription to the only helpful grain journal I was getting. I've gotten along pretty well without it, but I keep missing the good tips it used to give me. Did the same thing with my state ass'n. Just felt that I couldn't be paying out money for the things I could get along without. But the state ass'n has kept right on going and I've been receiving the indirect benefit for the things it has been doing along with the other dealers. That isn't quite square. I ought to be doing my part toward supporting it.

Such thoughts as I was thinking in unconsciously taking stock of myself and my business methods, must inevitably stir the red-blooded man to action. Particularly if he faces them. I did, and many more like them.

I deserted my arm chair and went to the writing cabinet, procured paper and pencil, and drew up the following resolutions for the New Year, with which I bade myself a Merrie Christmas.

RESOLVED FOR THE NEW YEAR:

1. That I will at all times have a smile and pleasant word for the benefit of the people with whom I come in contact within or without the realm of business, and help to make them happy. Since courtesy smooths the paths we travel I shall strive always to use it in my dealings with others.

2. That I will take a little time to listen to what my friends and patrons have to say and to sift the sincere truth from the complaining babble and to extend such aid as I can if aid is necessary, or correct my faults when I am made acquainted with them.

3. That I will study the problems of my customers and strive to make my counsel worth the taking and that I will aid them in making their business more profitable, with such knowledge as I have or as I can acquire.

4. That I will keep my elevator and equipment up-to-the-minute at all times to the end that I may be in a position to give my customers the best of service in the handling of their grain.

5. That I will give closer attention to side lines, handle quality products and push sales, thus to make my establishment pay a dividend the year around. Cheap inferior stock is not wanted by my patrons and only makes trouble for me.

6. That I will spend more time in studying my business and in becoming more efficient and proficient at it, and that I will read my trade journals assiduously because they contain many good tips which I can profitably employ in increasing my business.

7. That I will aid in the efforts of my state grain dealers ass'n and thru it work for the ultimate good of all my brother dealers, as my brother members work to benefit me.

8. That I will make my competitor my friend and work with him for our mutual benefit and the benefit of our patrons.

9. That I will treat myself fairly by taking an honest margin on the grain I handle, instead of trying to cut the throat of my competitor in a price war, thus placing my business on a sound and profitable basis, and I will try to get him to accept the same principles of conduct. If necessary I shall strive to cultivate courage to let the wagons drive by my door without anger.

10. That I will carefully husband my health at all times, since only by keeping my body strong and healthy can I keep my spirit in tune with the world and the infinite, and serve patrons to the best of my ability.

I have my eyes upon a star. It is like the Christ star that led the three wise men to the manger. It shines ever before me, leading me on to the consummation of my ideals. These resolutions are the partial expression of them.

If a man resolves and resolves well, it cannot but help him in his efforts to attain his ideals. Half the battle lies in the determination to win.

Mayhap I shall not be so successful with all of them as I wish. But certainly I shall be a better man for having tried.

The making of these resolutions worked upon me to my good. The adoption of them may be helpful to you. I give them freely and with them wish you a Merrie Christmas and a PROSPEROUS NEW YEAR.



Six of the 42-inch Diamond Belts Carrying Grain from Working House to Storage Bins of Santa Fe Elevator, Kansas City.
[See pages 779 to 789.]

Fraud Postpones Limit of Time to Sue.

E. O. Billingslea and Frank Parker, partners at Enid, Okla., bought of C. L. Whitelock and A. H. Holloman, co-partners, two cars of wheat, for shipment from Frederick, Okla., to Enid, on Enid weights, and resold before arrival to the Enid Milling Co.

The agent of the railroad company at Enid testified that the weights claimed to have been loaded at Frederick were found correct, and authorized by the milling company, and Billingslea paid freight on that weight.

The milling company sold both cars, one to Kansas and one to Louisiana, but a shortage developed, the car that had been loaded with 88,180 lbs. turning out 72,720 and the other, loaded with 87,400 turning out only 62,680 lbs.

The expense bills furnished by Billingslea were those from Kansas and Louisiana, and Billingslea drew on Whitelock for the value of the shortage, \$1,380.57, which was paid after some protest on Billingslea's statement that the Enid weight was the same, and that he would furnish the Enid expense bills. After waiting several months for the expense bills Billingslea and Parker advised Whitelock that they had their money and would have nothing more to do with the matter. Thereupon Whitelock applied himself to the Enid Milling Co. and the railroad company for the information, and learned

that the milling company had paid freight on and receipted for the full amount claimed to have been loaded.

Under the Oklahoma statutes a suit of this character is barred two years after the fraud; but in this case the court ruled that the time was extended because the defendants prevented plaintiffs from ascertaining the fraud.

A rehearing was denied Oct. 27, 1925, by the Supreme Court of Oklahoma, which affirmed the decision of the lower court in favor of Whitelock for the full amount with interest and costs, saying:

While plaintiffs could have obtained the Enid weights or expense bills themselves, they were told along by the promises of defendants to produce same. Under the facts of this case, defendants were in better position to produce same because the wheat was shipped to them at Enid, and it was they who were to pay the freight. Volumes of business in the commercial world are transacted every day in reliance upon such statements of business men. Indeed, the foundations of commerce would be imperiled otherwise. Defendants cannot complain that plaintiffs relied too strongly on their promises to produce the expense bills, and thereby invoke the statute of limitations against plaintiffs. Nor were plaintiffs bound by constructive notice of the records of the railroad company at Enid or by the records of the Enid Milling Company, for these were not public records in any such legal sense as to give constructive notice to plaintiffs.

Defendants contend that Kansas and Louisiana were the final destination of said ship-

ments, and that the weights at those termini were binding upon plaintiffs under their contract. There was ample evidence to support the finding of the court that plaintiffs obliterated from the confirmation order, and so notified the defendants before shipments were made, the provision authorizing defendants to change destination of the cars in transit. Enid was therefore the final destination of said cars so far as plaintiffs were concerned. The final destination weights and grades, provided as a basis for final settlement in the contract, were those of Enid. The cars were rebilled at Enid, and no fair construction of the contract would hold plaintiffs to shortage that might have occurred under numerous and distant shipments that might have been made according to the contention of defendants.—240 Pac. Rep. 722.

Administration Attitude on Farm Legislation.

With the assembling of Congress and the probability that the farm agitators will introduce a new crop of bills intended to picture themselves as the farmers' friends, the position of the administration with regard to farm legislation is interestingly set forth by Sec'y of Agriculture Jardine in the following statement:

The co-operative ass'ns are engaged in a far reaching undertaking which we believe to be vital to agriculture.

From this point of view, there should be no question of the attitude of the federal government toward co-operation. The movement deserves encouragement and support, and this encouragement and support must be dynamic and positive. The co-operatives demand, and from their position in the scheme of production and marketing have a right to expect, active assistance from the federal government, particularly from the Department of Agriculture.

The responsibility for the development of a satisfactory and helpful service, however, does not rest entirely with the department. In other words, I should not regard it as a healthy situation, from the point of view of either the co-operatives or the department, for the ass'ns to accept passively such services as are offered them. They should be partners in the enterprise, and should make their wants known.

The department was established for promotion of American agriculture and it seeks to give farmers constantly the service which they themselves have found essential to progress.

Government Should Not Thrust Itself on Any Group.—The government should not, and cannot effectively, impose its services and assistance on any group. Particularly absurd would it be for the government to attempt to do this in the case of the co-operative movement, which itself is dependent on group intelligence, interest and action.

What the co-operative movement needs is a pooling of the resources and intelligence of the farmers themselves, of the leaders of their organizations, of the colleges and experiment stations, of public and semi-public institutions, and all individuals that have anything to contribute to the movement. Only in this way will we manifest the fundamental basis of co-operation; namely, the will to work together. United action is the basis of co-operation, and we who are interested in the movement must set to all men the example of united action.

No Direct Financial Aid.—We do not contemplate direct financial aid to co-operative ass'ns by the government. The experience of foreign agricultural co-operatives has shown that direct financial aid from the government, and the control that goes with it, are not desirable. Financial aid has a tendency to bolster up weak concerns and conceal their defects.

Agitators' Chief Desire to Tap the Treasury.—Money offered for organization purposes may bring ass'ns into existence where they are not needed, and may attract persons into the movement whose chief desire is to tap the treasury rather than to effect improvements in marketing.

On the other hand, strong, efficient co-operative ass'ns would be inclined to reject financial aid, from a wish to avoid the supervision and control that would necessarily go with it. Thus the movement would tend to divide into an efficient part capable of standing on its own feet, and an inefficient part nursed by subsidies and in constant danger of collapse.

Here is hoping all our readers and patrons enjoyed their Christmas dinners and the day's festivity. Likewise, here is hoping they have all made good recovery and are ready to start the new year right.

Washington, D. C.—Reports from the European corn borer districts that 15,000 additional square miles had become infected has led President Coolidge to send Congress a supplemental estimate of \$100,000 to be added to the \$325,000 budget for use in fighting the pest.



One of the Twelve 2,500-bu. Fairbanks Hopper Scales in Santa Fe Elevator at Kansas City. [See pages 779 to 788.]

A Non-Chokable Elevator Leg.

BY B. W. DEDRICK.

The danger of an elevator, as for instance a receiving leg in a grain elevator or mill, choking down, and causing a possible fire, and even a disastrous explosion can be prevented by constructing the leg as shown herewith. When the discharge of elevator head becomes clogged, or the spout to bin filled, the grain switches over automatically to a side or release spout, thence down to an apparatus which shuts off the supply of grain from the grain dump.

The original sketch of this elevator leg and discription appeared in my article on Preventing Fire and Dust Explosions in Mills and Elevators in the Northwestern Miller.

When an elevator becomes clogged at the head, either through the bin to which the spout leads being filled or some stick straws, or possibly a bucket getting loose and lodging in the throat, the elevator is bound to choke down unless the trouble is remedied or the cause removed. There is a non-chokable leg in which the grain runs down a spout from the head, discharging close to the leg, and ahead of the feed or supply spout from dump. This has the effect of letting in the return grain ahead of that from the dump, thus cutting off the supply. But the grain carried up the front leg, goes back again via release spout to be again carried around and so on until the discharge spout at head is cleared. However, there is always more or less danger that some of the grain from dump will gradually get by and increase the load. When an elevator can not discharge into its usual channel, it is best to shut off the grain inlet at boot, then there is no question of safety and the leg is free from clogging, re-elevating and creating more dust.

Fig. 1 is a side elevation of a receiving leg and Fig. 2 an end elevation of the head. Grain is fed in the usual way from the receiving dump hopper to the front side of elevator boot by dump spout.

Should the discharge spout at head fill up, the grain filling the throat will push open a loosely hung flap valve allowing the grain to pour into release spout RS. This is shown in Fig. 2. This valve is so hung and weighted as to close the release opening tight enough to prevent grain passing through under normal conditions. The release spout discharges the grain into cutoff hopper H below which is a spout that enters the dump's spout. The back wall of this spout is extended beyond its opening and thus forms a cutoff slide for the dump spout. The drawing shows the hopper "H" filled with the overflow from the head. The hopper has dropped down so that the extension of its side wall cuts off the grain feeding into the boot from Dump "D."

The arrangement of this hopper is shown clearly in the drawing. Toggles that fasten the hopper to the leg wall are shown at U. This hopper need be no wider than the leg. The hopper is suspended by the short arm of lever L which is pivoted to the side of the leg. There are two levers, one on each side of leg. On the long arm of levers are weights, sufficient to raise and keep the hopper in its normal position when empty, and to keep the cut-off spout extension clear from dump spout. The regulating slide is shown just ahead of cut-off spout. In the bottom of hopper is a slide which normally is closed. When the choke is released at the discharge spout, the slide in cut-off hopper H is pulled open and the grain in hopper released. The weights now raise hopper at top for release spout entry should be large enough to give ample clearance, likewise spout at bottom.

An electrical contact with lever, may give notice that the elevator is clogged at head by ringing a bell.

It will be noticed the boot in Fig. 1 rests on a pedestal about a foot above pit floor. In addition to the usual end slides boot has a side opening which is closed by a slide. If for any reason the elevator should be choked down and the boot and legs filled with grain, as hap-

pens under ordinary conditions, the side opening would allow all grain to run out and clear boot. If anything should lodge or snag a bucket stopping elevator, the opening furnishes an opportunity to remove the obstacle quickly and with much more safety to operator, than by working from the ends.

An elevator that rests on the floor is a dangerous proposition, since if it becomes necessary to release a choke the belt being stopped by the weight or quantity of grain, there is always danger of the operative's hands being caught when pulling out the grain.

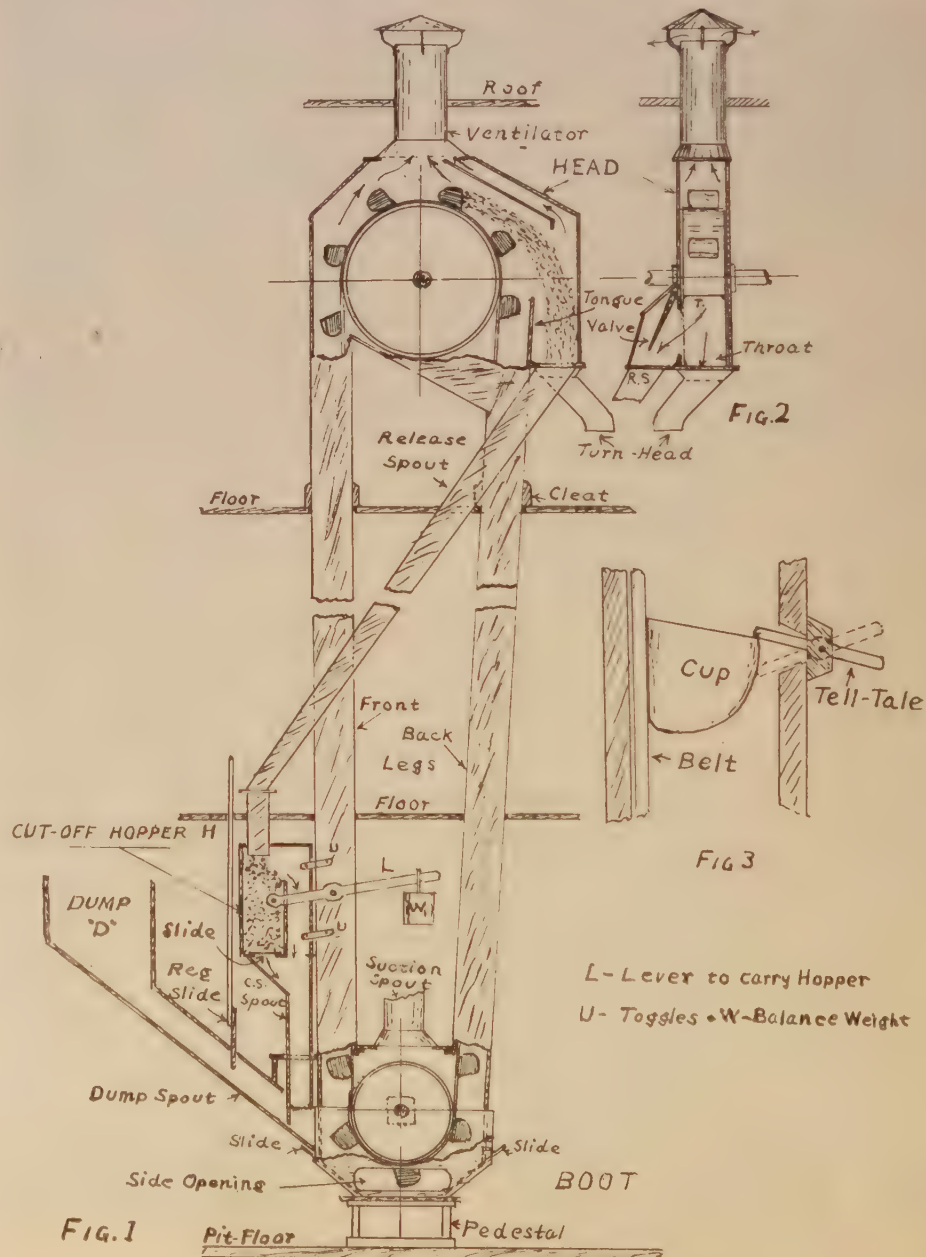
The writer speaks with some feeling in this matter, since he has been the victim of just such experiences.

When the elevator boot is, let us say, a foot at least from floor, pulling the slides will let the grain run free, and obviates the necessity of pulling the grain out, besides one can see what he is doing.

A suction spout at boot takes care of dust at this point. The head is made rather high, and a ventilating spout placed thereon, as shown, discharging dust outside through the roof. This ventilator is large and flared at bottom. Buckets especially close together, and when the belt runs at great speed, act as vanes and force air up the leg. The ventilator allows this dust to be freed outside. This vent may be attached to a suction trunk. When

elevators choke and the grain or stock goes down the back leg, it creates a condition known as "blowing" further intensified by the air outlet (if no ventilator is provided) also being blocked. The air is forced out with dust at boot, up spouts, and through any opening, creating a dense dust in the room which is dangerous.

Any elevator that "blows" more or less should be investigated and remedied. Fig. 3 shows an adaptation of an old method of telling when an elevator was choked or stopped, and is called a "tell-tale," from that fact. Some were merely pieces of leather cut, and notched, and put through a hole. They didn't last or work well. The writer has used tell-tales throughout the mill, making the stem of hard wood, facing the end coming in contact with the cups with a piece of sheet steel to prevent wear. The stem or tongue is put through a hole in the middle of front leg, and supported by a piece of wire, the ends being carried by cleats each side of the tongue. The inner tongue should be longer or heavier so as to drop. The dotted line shows the extent of the drop and play. If an elevator is out of sight, a very fine light string can be attached to the outer end, run over spools to some point where a weight suspended by the cord can be observed. If the elevator is running, the weight keeps bobbing.



Cross Section Thru Non-Chokable Elevator Leg.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Little Rock, Ark.—The Ozark Brokerage Co., reported to be starting a brokerage business in Little Rock about July 15, is not listed in directories and there appears to be no record of such a concern in Little Rock.—X.

CALIFORNIA

Coronado Beach, Cal.—Logan & Bryan, of Chicago, have opened a branch office at this point.

CANADA

St. Hyacinthe, Que.—H. Deslandes has opened a grain and flour business in the Casavant Bldg.

Prince Rupert, B. C.—The new government elvtr. handled its initial car of wheat on Dec. 5, the machinery and equipment responding in a very satisfactory manner.

Fraserville, Ont.—The Jno. Douglas 100,000-bu. elvtr. suffered heavily from fire damage Dec. 13. One loaded freight car was also lost in the blaze. The house was well filled.

Toronto, Ont.—David Plewes of the Toronto staff of James Richardson & Sons, Ltd., died recently at the age of 53 years. Mr. Plewes was widely known and highly esteemed in Canadian grain and milling circles.

Westminster, B. C.—Construction will begin shortly on the additional 50,000 bus. storage to the elvtr. of the Brackman-Ker Mfg. Co., plans for which were announced some time ago. H. M. Streight, local mgr., anticipates having the enlarged plant in operation in about two months.

Winnipeg, Man.—On appeal by the Northern Grain Co., of Winnipeg, the Supreme Court of Canada has reserved judgment in its suit against the Goderich Elvtr. & Transit Co., Goderich, Ont., for damages due to delivery of oats to the Peerless Cereal Mills, Woodstock, Ont., without authority, the latter company, after payment of part of the price, becoming insolvent.

Port Arthur, Ont.—The London Guarantee & Accident Co. has recovered judgment for \$46,250 and costs against John L. Davidson and John R. Smith under a bond for \$250,000 guaranteeing that Davidson & Smith would abide by the rules of the Winnipeg Grain Exchange. In July, 1922, Davidson & Smith delivered 100,000 bus. of No. 5 northern wheat to the Bawlf Grain Co. out of their elvtr. here, for shipment to the United States. A sample sent by express from the United States to Winnipeg for grading became mixed with other grain and took a lower grade, so the Grain Exchange ruled that Davidson & Smith had defaulted, permitting the Bawlf Grain Co. to recover \$36,673 from the Guarantee Company.

COLORADO

Denver, Colo.—The Colorado Grain Dealers Ass'n will meet here Jan. 21, according to announcements of the secretary, G. W. Roller.

Denver, Colo.—J. K. Mullen has fully recovered from the illness which confined him in New York City a portion of the past twelve weeks.

IDAHO

Cottonwood, Ida.—The Cottonwood Elvtr. Co. has leased only its mill to the Prairie Flour Mills Co. and is operating the elvtr. and warehouse itself with A. B. Ruhoff as mgr.—Cottonwood Elvtr. Co.

Kimberly, Ida.—Carl Emerson, who has been in charge of the Kimberly Elvtr. of the Colorado Mill & Elvtr. Co., has gone to Eden, Ida., to take charge of the Eden Elvtr. for the Colorado Mill & Elvtr. Co.

ILLINOIS

Ponemah, Ill.—I am retiring from the grain business.—F. H. Curtis.

Meredosia, Ill.—A new U. S. corn sheller was just installed by the Farmers Grain Co.

Mayview, Ill.—H. T. Walton & Sons have installed a McMillin Wagon and Truck Dump.

Kankakee, Ill.—Sixty-eight country shippers attended a banquet given by Jas. E. Bennett & Co., Dec. 7.

Cooksville, Ill.—U. N. Hieronymous of Green Valley is now in charge of the E. E. Hammon grain elvtr.

New Canton, Ill.—The firm name of Heidloff & Rose was changed to the Heidloff Elvtr. Co., April 1, 1925.

West Liberty, Ill.—The grain warehouse here was recently converted into a garage.—W. R. Cunningham.

Sullivan, Ill.—A. H. Miller, member of the Sullivan Grain Co., owning elvtrs. at Sullivan and Bruce, died recently.

Loda, Ill.—A 16x14 ft. addition to the plant of the Loda Farmers Grain Co. is being completed. New scales will also be installed.

Sandwich, Ill.—O. A. Kietzman has succeeded R. C. Coy as mgr. of the Farmers Elvtr. Co.—L. A. Sears, mgr., Plano Farmers Co-op. Grain Co.

Quincy, Ill.—Frank Wilkey and Frank Beutel just opened their new feed mill. In addition to custom grinding, a line of feeds will be handled.

Crescent City, Ill.—A. Tyler has succeeded Geo. Madden, who resigned, as mgr. of the Crescent City Farmers Elvtr. Co.—Harlan & Sterenberg.

Green Valley, Ill.—Jas. R. Barker will operate the elvtr. formerly leased and operated by U. N. Hieronymous. The latter is located in Cooksville.—X.

Chatham, Ill.—A new cup belt and loading spout were just installed in the elvtr. of the Chatham Farmers Elvtr. Co. A new approach was also built.

Durand, Ill.—New belt, buckets and shaft for the transportation of grain from the pit to the bins have been installed in the elvtr. of the Graham Bros. Co.

Princeton, Ill.—J. F. Postelwaite, formerly mgr. of the Kasbeer Farmers Elvtr. Co. at Kasbeer, Ill., has joined the staff of Geo. Stremmel, broker here.

Burnett, Ill.—A new feed house and a new office were recently completed for the Burnett Farmers Elvtr. Co. All buildings were just reshingled with a fire-resisting material.

Toulon, Ill.—Fred M. Davis of Davis Bros. & Potter is leaving for California soon after Christmas for a rest. Dave Shearer of Wyoming, Ill., will take over his duties temporarily.

Toulon, Ill.—We have converted our 100,000-bu. elvtr. here into a transfer house. New scales and a car unloading conveyor were installed.—C. C. Davis, Ft. Dodge, Ia., Davis Bros. & Potter.

Columbia, Ill.—John C. Summersheimer recently resigned as pres. of the Columbia Farmers Co-op. Grain Co. and has taken over the management of the plant purchased about two months ago by that company from the defunct Columbia Star Mfg. Co., which is being operated as an elvtr. New motors will be installed in the latter plant.

Fair Grange, Ill.—Wyeth & Hardin have completed a new elvtr. here replacing the one destroyed by fire recently. The new house is equipped thruout with machinery furnished by the Constant XX Century Corp. and includes a U. S. Pitless Sheller, 1,500 bu. U. S. Rolling Screen Corn Cleaner, Manlift, one 120 ft. chain feeder and one 18 ft. feeder.

New Berlin, Ill.—We will replace our 40,000-bu. elvtr. with either a concrete or wood house of larger capacity. The fire that destroyed our old house started in the cupola shortly after nine o'clock Nov. 30. Plant was in operation at the time.—W. E. Munson, mgr., Farmers Grain Co.

CHICAGO NOTES.

Board of Trade memberships are \$8,500 net to the buyer, having recently advanced in price \$600.

Frank W. Teegarden, 62, a retired member of the Board of Trade, died of heart disease Dec. 21. He leaves a widow, son and mother.

John A. Rodgers, who has until recently operated as John A. Rodgers & Co., will become a partner of Faroll Bros., the former firm going out of business.

Brokers who are members of the Board of Trade were invited with their employees to participate in a songfest on the afternoon before Christmas, to sing carols on the floor of the exchange.

Time for nominating candidates for the Board of Trade election (Jan. 4) has closed. The only names submitted by petition are J. Edward Wynne for director and Chas. A. Rhode for arbitration com'te member.

Jas. W. Barrett, executor, has been ordered by the court to repay \$495,000 from the estate of his father to that of his mother, both dead. In the settlement of the estate of his mother, however, Barrett is expected to receive \$427,500.

The new 20,000-bu. marine leg of the Wabash Elvtr., operated by Nye-Jenks & Co. at South Chicago, has been completed and the 1,500,000-bu. reinforced concrete storage tanks will soon be ready to receive grain. James Stewart & Co. are doing the work.

Newly elected members of the Board of Trade are: Patrick J. Barrett; Chas. M. Nickels; Jas. E. Grady; Thos. F. McCarthy, Duluth; Royal G. Koch; Wm. Rosenbach, New York City. Applications for membership are posted for Wm. B. Caldwell, Max S. Sickel, Edw. W. Diercks, Lee O. Wallace and Chas. L. Johnson, Jr. Applications for transfer are posted for Edmund Thomas, Est. Thos. Skinner, Geo. A. Hill, Jas. W. Barrett, Est. Jas. McClean and W. E. Norton.

L. A. Fitz, exchange supervisor, has called for a statement of every open trade in December wheat, even as small as 1,000 bus., every day, beginning Dec. 22. This inquiry is directed purely to avoidance of any flare-up in the expiring future, and the facts are being furnished to the business conduct com'te for such action as the com'te deems fit. No reports are being called for, especially on the May future, at this time as there is no desire to limit the free play of supply and demand in what is now the leading speculative future.

Reuben G. Chandler, senior partner of Hurlburt, Warren & Chandler, and former pres. of the Board of Trade, celebrated his 73d birthday Dec. 16. Mr. Chandler held "open house" to La Salle Street and his guests included bankers, business leaders and men now in retirement who directed Chicago's financial destiny nearly a half century ago. Floral gifts included a gorgeous bunch of 73 roses from partners of Mr. Chandler. A graduate of Virginia Military Institute, Mr. Chandler grew up with the financial and commercial interests of Chicago during the city's most colorful years of business expansion. He was a factor in La Salle Street activities from the time he became a member of the Board of Trade forty-six years ago.

INDIANA

Auburn, Ind.—Fire totally destroyed the Auburn Roller Mills on Dec. 13.

Edinburg, Ind.—Martin Cutsinger is installing a McMillin Wagon and Truck Dump.

New Ross, Ind.—The New Ross Grain Co. is installing a McMillin Wagon & Truck Dump in its plant.

Elwood, Ind.—Wm. E. Harting, 46, owner and former operator of the Harting Elvtr., died at an Indianapolis hospital Dec. 9.

Ladoga, Ind.—We have installed a McMillin Truck Dump and a new sheller. Also put on a new roof.—W. W. A., Ashby & Ashby.

Indianapolis, Ind.—Among the extensive repairs made recently on Elvtr. "B" by the Cleveland Grain & Mfg. Co. was the installation of a drier.

Goldsmith, Ind.—G. G. Smith has purchased a U. S. Pitless Corn Sheller.

Saratoga, Ind.—Morrison & Teegarden Co. has recently installed a new U. S. Grain Cleaner of 1,000 bus. capacity.

Garrett, Ind.—A petition has been filed by the Farmers Co-op. Grain & Live Stock Co. to change its name to the Farmers Elvtr. Co.

Tiosa, Ind.—We have installed a new U. S. Corn Sheller and expect to make other improvements.—W. H. Hoch, mgr. Starr & Hoch.

Frankfort, Ind.—The Sims Mfg. Co. has increased its capital stock from \$150,000 to \$200,000, the \$50,000 increase being preferred stock.

Larwill, Ind.—Mail addressed to Howard Smith, whose elvtr. was burned Oct. 14, has been returned with notation, "Does not receive mail here."

Poseyville, Ind.—Iglehart Bros. of Evansville, owning a line of elvtrs. and mills thruout the territory, have purchased the plant, consisting of a flour mill and grain elvtr., formerly the property of the Poseyville Mfg. Co.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n will hold its annual meeting at the Board of Trade Building Thursday and Friday, the 21st and 22nd of January, 1926, beginning at 1:30 p. m. Thursday.—Chas. B. Riley, Sec'y.

Carmel, Ind.—The Farmers Elvtr. Co. has recently installed new feed grinding equipment with a 50-h.p. motor to furnish power for the mill machinery. The company has also recently purchased a new two-ton capacity truck for hauling.

Williamsport, Ind.—Fire completely destroyed Milton Keister's elvtr. property, known locally as the Williamsport Grain Co., and also his and an adjoining coal yard. The loss is estimated at \$50,000 and is covered by insurance. Only a small amount of grain was in the house. The blaze originated in the upper story of the elvtr.

Indianapolis, Ind.—The annual meeting of the Indiana Millers Ass'n was held Dec. 17 and 18 with about 35 Indiana millers present, headquarters being in the Board of Trade library. The following new officers were elected: H. C. Seearce of Mooresville, pres.; Frank Hutchinson, Lawrenceburg, v. p.; and O. T. Stout, Carl W. Sims, Charles Nabor and Geo. W. Rohm, directors.

IOWA

Hornick, Ia.—The elvtr. of S. A. McMasters was slightly damaged by fire recently.

Wellsburg, Ia.—New grinding equipment is to be installed in the Tjaden & Dilly elvtr.

LeMars, Ia.—We have recently painted our elvtr.—Nick Luken, mgr., Farmers Elvtr. Co.

Laurens, Ia.—We have just installed a new 10-ton Howe Scale.—M. C. Larson, mgr., Farmers Trading Co.

Battle Creek, Ia.—Sold to the Farmers Union Storage Co. are not operating as an elvtr. at present.—O. O. Spotts.

Des Moines, Ia.—The Farmers Grain Dealers Ass'n will hold a convention in Des Moines from Jan. 19 to Jan. 21, inclusive.

Buck Grove, Ia.—A team of horses fell thru the grain dump shaft at the elvtr. of the Buck Grove Elvtr. Co. earlier this month.

Riverton, Ia.—The Good Bros. elvtr. was completed within the past two weeks. Roy Flemings is mgr., Clifford Beam his ass't.

Braddyville, Ia.—J. E. McCurdy's grain business, known locally as McClaron & McCurdy, was just purchased by Fred Gillespie.

Alton, Ia.—The motor used to operate our Jay-Bee Mill is undergoing minor repairs.—G. Gleysteen, mgr., Farmers Mutual Co-op. Co.

Miller, Ia.—The North Iowa Grain Co. has just completed its new 24x60x56 ft. ironclad 40,000-bu. elvtr. A. H. Nonweiler is in charge.

Postville, Ia.—The last of a battery of six large timothy cleaning machines was just added by Mgr. Ira P. Hinman to the Hall Roberts Elvtr.

Fort Dodge, Ia.—H. A. Mulholland of Mulholland & Thorsen is again able to use his right arm, the wrist of which was broken about six weeks ago.

Gowrie, Ia.—E. J. Bruntlett will succeed W. E. Bomberger as proprietor of the Bomberger elvtr. on Jan. 1. The former owner is engaging in politics again.

Wieston (Barnum p. o.), Ia.—We are adding a 4-pen stock yard equipment with a 5-ton Fairbanks Scale and a sheltered weighing house.—Davis Bros. & Potter.

Fort Dodge, Ia.—C. C. Davis of Davis Bros. & Potter leaves for a four months' rest in California Dec. 27. His brother, Fred M. Davis of Toulon, Ill., is to join him.

Des Moines, Ia.—One-quarter of the capital necessary to construct a 1,000,000-bu. municipal grain elvtr. is said to be available, the cost of which is estimated at \$1 per bu.

Anthon, Ia.—The concrete foundation for a new 10-ton scale is being laid for the Quaker Oats Co. A new air hoist and a new motor were recently installed and the office remodeled.

Allison, Ia.—The matter of forming a new organization was taken up at a meeting of the stockholders of the Allison Farmers Elvtr. Co. recently. The company's charter expires in March.

Fort Dodge, Ia.—A banquet for 62 country shippers was given at the Wahkonza Hotel Dec. 12 by Jas. E. Bennett & Co. Speeches, music and vaudeville numbers were included on the program.

Edna, Ia.—Chas. Kaster is temporarily in charge of the Quaker Oats Co.'s elvtr. in the forced absence of Mgr. F. R. Barcus who is in Iowa City because of the serious illness of his 3-year-old daughter Betty.

Cedar Rapids, Ia.—On appeal by the J. C. Shaffer Grain Co. the federal court dismissed the suit brought by G. W. Welsh, farmer of Williamsburg, to recover damages for alleged sale of grain contrary to instructions.

Manchester, Ia.—The Davis Feed Co. was incorporated this month for \$10,000 to purchase, lease, sell, barter and exchange, either wholesale or retail, grain, coal, flour, feed, salt, cream, farm machinery and building material. Incorporators are W. J. Davis, H. Julia Connor, John M. and Marion Brayton.

Hartley, Ia.—Thieves broke into the Mann & Mann elvtr. and stole a 5-tube Neutrodine radio set, loud speaker and batteries on Dec. 16. A skeleton key was used in gaining entrance into the office. The preceding evening prowlers invaded the office of the Pavik Grain Co.'s elvtr. presumably looking for a radio.

Manson, Ia.—We are reinforcing the driveway uprights, replacing all 2x6's with 6x6's. Just completed a new pit in the driveway of the older section of the house and are now in the course of constructing a car unloading conveyor. In short, we are converting our 100,000-bu. elvtr. here into a transfer house.—A. Hakes, Davis Bros. & Potter.

Sioux City, Ia.—Announcement was made Dec. 16 of the purchase by J. J. Mullaney of a line of 10 grain elvtrs. belonging to the McCaull-Webster Elvtr. Co. of Minneapolis. The elvtrs. are located at Belden, Wareham, Randolph, Breleau, Plainview, Dixon, Bloomfield, Fordyce and Obert, Neb., and Utica, S. D. Mr. Mullaney already owns elvtrs. at Beresford, Canastota, Canova, Elkpoint, Harrisburg, Vermillion and Wagner, So. Dak., Westfield, Ia., and Walthill, Neb. Immediate possession was given. Mr. Mullaney commenced business at Beresford, S. D., in 1893, moving to Sioux City in 1906. With the purchase of this line of McCaull-Webster elvtrs., Mr. Mullaney will have the largest individually owned line operated out of Sioux City. J. C. Mullaney is the general mgr. of the business. The consignment end is handled by F. O. Lenoir.

Monona, Ia.—The Farmers Commission Co., recently organized, does not handle grain but livestock. Gilchrist & Co. still own their elvtr. but it is closed and there is no grain dealer here at present.—P. H. Humphrey, mgr.

Maxwell, Ia.—The Fred McClintock's mill burned with considerable loss on uninsured stored grain and feed on Dec. 15. Mr. McClintock will continue in business. However, he has not decided about rebuilding as yet.

Waterloo, Ia.—The Cuban Cane Molasses Co., which recently purchased the old building of the Waterloo & Cedar Falls Union Mill Co., is making an effort to dispose of the lumber to someone for the expense of razing the structure.

Schaller, Ia.—Thru the efficiency of the local fire department a serious fire loss was avoided in the J. B. Adams Elvtr. The blaze started in the cupola from an overheated motor due to the sticking of the oil ring which automatically supplies the necessary amount of oil. The house was nearly filled with grain and several cars of grain were standing on the siding.

Clinton, Ia.—Extensive improvements have been completed at the John Struve Model Roller Mills, which included the erection of a three-story elvtr. completely equipped with the most modern grinding and crushing machinery, all of which is electrically operated. The roller mill is now operated by motor power instead of steam as heretofore. The elvtr. is equipped with a new scale, air pressure dumps, etc.

KANSAS

Lenexa, Kan.—Fire totally destroyed the Lenexa Co-op. Co.'s elvtr. recently.

Piqua, Kan.—The Pereau-Marsh Grain Co. is operating the elvtr. of the Piqua Elvtr. Co.

Liberal, Kan.—The warehouse of the Equity Exchange Ass'n was slightly damaged by fire Dec. 17.

Vliets, Kan.—I am considering installing some corn products machinery in my elvtr. "B".—W. T. Buck.

Riverdale, Kan.—An elvtr. of the Red Star Mfg. Co., Wichita, Kan., suffered damage from fire Dec. 2.

Olathe, Kan.—M. D. Bartlett has resigned as mgr. of the Farmers Union, resignation effective Jan. 1.

Washington, Kan.—Duff Grain Co.'s elvtr. was just leased to T. E. Woolman, who is operating same.

Solomon, Kan.—Fire did a small amount of damage to stock in an elvtr. of the Kansas Flour Mills Co. recently.

Bonner Springs, Kan.—The Tiblow Mills Co.'s plant with elvtr. in connection was opened recently with M. W. Kilmer as miller in charge.

Burlingame, Kan.—The elvtr. operated by F. M. Beverly as the Burlingame Grain Co. was recently purchased by the Burlingame Co-op. Elvtr. Co.

Topeka, Kan.—Mrs. Mary M. Smiley, mother of E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, died Sunday night a week ago in St. Louis.—P. J. P.

Lucas, Kan.—We have just finished a 16x26 ft. feed room on the north side of the elvtr. and expect to put in a roll feed grinder in the spring.—Derby Grain Co.

Kamper (Kelly, p. o.), Kan.—Marney Tange-men's idle elvtr. burned a short time ago. It has not been in operation since the discontinuance of service by the Northwestern.

Oberlin, Kan.—H. J. Hitchcock just acquired a half interest in the Lohofener Grain Co. operated heretofore by Oscar Lohofener. The elvtr. is to be improved and a large feed warehouse constructed.

Iola, Kan.—The Pereau-Marsh Grain Co. has organized to do a general grain, millfeed and hay merchandising business. Elvtrs. will be operated at Piqua and Humboldt. The former was a president of the state ass'n and the latter was a director thereof.

Wichita, Kan.—E. M. Kelly, pres. of the Imperial Flour Mills Corp., announces that reconstruction of the burned part of the corporation's plant will be started at once. The recent loss by fire, which was fully covered by insurance, was not as great as feared at first. Only the upper part of the mill was burned, the first floor being undamaged. Practically all the wheat in the mill will be salvaged. The fire occurred Dec. 7.

1925-1926

WITH sincere appreciation of the very pleasant business relations we have had with our many friends in the grain trade this past year, we wish to extend our best wishes for a Happy Holiday Season and Successful New Year.

SIMONDS-SHIELDS-LONSDALE
Grain Company
KANSAS CITY, MISSOURI

Crestline, Kan.—A gasoline engine explosion did considerable damage to the flour stocks of the Farmers Co-op. Elvtr. Co. on Dec. 9. Mgr. Earl Riker, 25, died as the result of severe burns received at the time of the fire.

Douglass, Kan.—On Nov. 23, I had \$350 worth of alfalfa and sweet clover taken from my warehouse, also a truck tire. This is the third time in about a year thieves have entered my elvtr., two tires being stolen on one of the previous occasions, and \$3 taken from the cash register the other time.—L. D. Brandt.

MARYLAND

Baltimore, Md.—Mason H. Kornmann was just elected a member of the Chamber of Commerce. He is associated with the grain exporting house of Gill & Fisher.

Baltimore, Md.—J. Carroll Fahey is contemplating entering the grain business here. He formerly was managing director of the New York grain exporting house of Wm. H. Muller & Co., Inc.

Baltimore, Md.—The following members of the Chamber of Commerce were appointed on Dec. 14 to serve as the nominating com'tee: Jos. C. Legg, T. Murray Maynadier, J. Murdock Dennis, John J. Frederick and Walter F. Macneal. They will select the "regular" directorship ticket of five candidates for a three-year term. A new president will also be selected to succeed A. W. Mears, president for the past three years, in accordance to exchange by-laws. The election will take place the last of January.

MICHIGAN

Sanford, Mich.—Roy Billington is now in charge of the elvtr. at this station.

Moorepark, Mich.—Mail addressed to W. H. Bernard here and forwarded to Constantine, Mich., has been returned with the notation "Moved, Left No Address."

Albion, Mich.—Arthur Anderson, South Albion farmer, has been appointed mgr. of the Albion Elvtr. Co. to succeed Allen D. Jeffery who died the latter part of October.

Battle Creek, Mich.—Contracts for a building program to extend over a period of two years, for improvements to cost between \$3,000,000 and \$4,000,000, and to include rebuilding of practically one-third of the present plant of the Postum Cereal Co., were let recently to Lockwood, Greene & Co. Operations will be started immediately.

Gladstone, Mich.—The Cargill Elvtr. Co. of Minneapolis has purchased the large grain elvtr., generally known as the Soo Line Elvtr., according to definite announcement recently made. Work of repairing the 450,000-bu. elvtr. and dock is now in progress and the plant will be put into use as soon as possible. The Cargill company operates a chain of elvtrs.

MINNESOTA

Silver Lake, Minn.—Jos. Paylak was recently succeeded by Joe L. Krejehl as local mgr. of the Victoria Elvtr. Co.

Kent, Minn.—I have purchased the grain elvtr. of the Red River Produce Co.—Max Goldberg, Moorhead, Minn.

Winona, Minn.—A new feed mill is being constructed by Alben Carlson to replace the one which burned last June.

Atwater, Minn.—A 15-h.p. Fairbanks-Morse self-ventilating motor was just installed by the Farmers Co-op. Elvtr. Co.

Minneapolis, Minn.—Allen G. and Claude H. Sims and Rome A. Schaffner just bought out the Sims Cereal Products Co.

The State Board of Grain Appeals of Minnesota has defined "damp" flax seed as that containing more than 11% moisture.

Minneapolis, Minn.—The Cereal Mlg. Co. was just incorporated for \$50,000 by A. M. Holton, C. N. Swager and C. A. Reincoke.

Montgomery, Minn.—Fire in the elvtr. head, due to choke up, was the cause of a small loss to the Commander Mill Co. on Dec. 17.

Degraff, Minn.—A new Howe Scale and a new truck dump were just installed for the Degraff Farmers Elvtr. Co. New coal sheds were also built.

St. Hilaire, Minn.—Regardless of the recent sale reported in the last number of the Journal, the firm name will remain Sandburg-Roe Co.—A. Hanson, agt.

Lakeview, Minn.—The new feed mill of the Farmers Elvtr. Co., which has been under construction for some time, is now ready for business. W. C. Ackerman is mgr.

Long Prairie, Minn.—A two-unit Emerson cylinder separator for cleaning grain was just installed by the Long Prairie Mill. An additional feed mill is also to be set up.

Buffalo Lake, Minn.—We plan on building a new elvtr. next spring, tho nothing definite is decided in this connection as yet.—H. A. Saltow, mgr., Equity Elvtr. & Trading Co.

Chokio, Minn.—In addition to minor repairs being made on the elvtr. of the Chokio-Equity Exchange, a new loading spout, new elevator cups and a new truck dump are being installed.

Cokato, Minn.—We have taken over the mill and elvtr., formerly the Osceola Mill & Elvtr. It was operated under lease last year by the G. R. Treanor Grain Co.—A. K. Johnson, Cokato Mill & Elvtr. Co.

Deer Creek, Minn.—John Mark is being tried for the burning of the Deer Creek Elvtr. in February of last year. The house was worth not more than half of the amount for which it was insured, viz., \$10,000.

Minneapolis, Minn.—The enlarged Commander elvtr., formerly known as the Exchange, was recently completed and the first wheat unloaded into the new tanks on Nov. 30. The new addition has a storage capacity of 550,000 bus.

Marshall, Minn.—Guy Blanchard, a partner in the old firm of Godfrey-Blanchard of Minneapolis, proprietor of the Blanchard Grain Co. at Milwaukee, a representative for the Froedert Grain & Malting Co. at Marshall, and later connected with the Continental Grain Co. in the same capacity, was buried Dec. 16. He died of pneumonia.

MISSOURI

Pleasant Hill, Mo.—Hunt Bros. Mlg. Co. has completed its new addition which houses much new equipment.

Centertown, Mo.—Lon Pace succeeds Carl Lammert as mgr. of the Farmers Elvtr. Co. Mr. Lammert resigned.

St. Joseph, Mo.—J. W. Craver has vacated his connections with the Aunt Jemima Mills, of which he was the vice-president.

Lamar, Mo.—Walter L. Miller, mgr. of the Lamar Mlg. Co., recently filed suit in voluntary bankruptcy listing his assets at \$3,365 and his liabilities at \$21,935.

Clinton, Mo.—Having resigned as sec'y-treas. and mgr., effective Dec. 1, I am no longer interested in or connected with the management of the Bailey Grain & Mlg. Co. at this place.—J. R. Bailey.

Jasper, Mo.—Creditors of Fred Schooler received 73c on the dollar in the first and final dividend allowed. He was at one time charged with embezzling stored wheat but was found not guilty.—P. J. P.

Columbia, Mo.—The Boone County Mlg. Co. is erecting a 100-bbl. flour mill adjacent to its present mill. A two-story addition is being added on the old mill building which will house the company's feed manufacturing plant and elvtr. when completed. All units will be electrified.—P. J. P.

Mt. Vernon, Mo.—The Holland-O'Neal Mlg. Co., which has just completed the construction of a \$100,000 plant in Springfield, has begun the rebuilding of its plant at Mt. Vernon, which was destroyed by fire a year ago. The new structure will be of brick and equipped for the manufacture of feeds and flour as well as to house large stocks of grain products. The grain tanks, which have a storage capacity of 60,000 bus., were not harmed by the fire, which wiped out the rest of the plant last year. These will be equipped and bonded for the public storage of grain for growers and grain dealers.

St. Joseph, Mo.—Geo. W. Carter, bankrupt grain and coal dealer, who is awaiting trial in federal court on a charge of concealing assets in bankruptcy, was arrested Dec. 15 and arraigned on a charge of perjury. He was released on \$2,000 bond for appearance at preliminary hearing Dec. 24, and returned to the federal building to await trial there. The perjury charge against Carter is an outgrowth of a damage suit heard two months ago in which the West Virginia Coal Co. was awarded \$1,648.35 from the General Coal & Grain Co., of which Carter was mgr. The amount represented an unpaid account.—P. J. P.

St. Joseph, Mo.—Nominees for the presidency of the St. Joseph Grain Exchange (election to be held Jan. 5), are W. M. Huff and J. W. Dailey. G. E. Heald and J. D. McKee are up for the vice presidency. Five directors are to be chosen from the following: G. L. Scholl, S. A. Penney, G. F. Stewart, J. W. Craver, C. W. Cargill, C. D. Taylor, A. J. Brunswig, F. A. Wilkens, A. B. Schreiber, J. C. Moats and J. F. Kellogg. Hold-over directors are: R. E. Hastings, Ashby Woodson, E. M. Loutch, F. J. Watts and F. F. Gilbert. On the same day, changes and additions to the rules of the Grain Dealers National Ass'n applicable to the exchange will be considered and voted upon, in accordance with the October meeting at Kansas City held to help bring about uniformity in contract rules.

KANSAS CITY LETTER.

Fire slightly damaged the mill of the Midland Flour Mlg. Co. on Dec. 5.

Fred R. Linton has leased his elvtr. at Chickasha, Okla., and engaged in the brokerage business here.

E. S. Westbrook of Chicago has applied for membership in the Board of Trade on transfer from J. W. McCulloh.

Mrs. Holdredge, widow of the late J. T. Holdredge who was associated with the Kansas Flour Mills Co., died Dec. 2 at Independence, Kan. The bulk of the family fortune was left in a trust fund for a granddaughter, Leta Holdredge.—P.

Work on the 500,000-bu. addition to the Missouri-Kansas Elvtr., owned by the Missouri Pacific and operated by the Hall-Baker Co., is under way. The addition is to be used as a workhouse. It will not be finished before the late spring.

A Kansas City Board of Trade Christmas tree fund was raised this month, due to the untiring efforts of Frank A. Theis of the Simonds-Shields-Lonsdale Grain Co. and the celebration held just before Christmas. Everyone received a present.

The local Corn Products Refining Co.'s plant will resume operations the first of the year on a half time basis, after a shut-down of 20 months. Elmer H. Reed is in charge of the corn buying. The plant can handle 25,000 bus. of corn every 24 hours.

Do Not Take Chances

on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold Bushels of at cents per bushel, to grade No., to be delivered at on or before They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

Grain Dealers Journal
309 South La Salle St. Chicago, Ill.

The Industrial Testing Laboratory, Inc., has taken over the business and equipment of the Estabrook Cereal Laboratory and will become active in wheat and flour testing work for mills and the grain trade of the Southwest. The laboratory is in charge of J. C. Patrick, formerly chief chemist for Armour & Co. at La Plata, Argentina.

Richard W. Amerine is now located here as ass't sec'y of the Midland Flour Mfg. Co. For a number of years Mr. Amerine was mgr. of the Blackwell (Okla.) Mfg. & Elvtr. Co., a subsidiary of the Midland company. L. E. Raymond of Hutchinson is now in charge at Blackwell. Mr. Amerine just applied for membership on transfer of C. H. Kensers.

Work on the C. & A. Elvtr. at Rosedale is in full swing; the roof has been poured on the tanks, the Texas is well under way, the head house wall has been pulled to a height of 205 ft. and is now ready for the roof, and installation of machinery will be started soon. J. T. Bortar, who is in charge of the work, sets the date for having the house in readiness for operation as Mar. 1.—J. A. Behrle.

Clarence K. Davis, Kenneth C. Irons, Max Orthwein and Geo. D. Haynes have incorporated the Union Grain Co. for \$30,000, to buy, sell and deal in all kinds of grain, hay and seeds.—P. J. P. This represents a consolidation of the futures market job lot businesses. (Ralph H. Orthwein, former president of Orthwein & Haynes, will not be connected with the new company, but will operate as an independent broker.)

Nominations for the presidency of the Kansas City Board of Trade include W. J. Mensendieck and L. A. Fuller, now first vice-president of the exchange. C. M. Hardenbergh, second vice-president, automatically succeeds to the office of first vice-president. Fred L. Ferguson and Frank C. Blodgett were nominated for the office of second vice-president. The following were nominated for directors, six to be chosen for a two-year term: D. C. Bishop, J. K. Christopher, H. A. Fowler, G. F. Hiltz, Merle Howard, F. C. Hoose, R. A. Jeanneret, E. E. Klecan, W. B. Lincoln, H. F. Spencer, R. H. Sturdevant, J. A. Theis. Nominees for the arbitration com'tee, five to be chosen, are: Paul Bartlett, T. L. Cockle, S. B. Gregg, Joseph Geisel, W. G. Hoover, B. M. Huffine, K. G. Irons, W. H. Marshall and George P. Payne. The election will be held Jan. 5.

ST. LOUIS LETTER.

St. Louis, Mo.—William A. Rooke, a well-known grain man on the Merchants Exchange for many years, died Dec. 3 from pneumonia.

St. Louis, Mo.—Joseph L. Lyons of the Boone County Mfg. & Elvtr. Co., Columbia, Mo., has taken over the membership in the Merchants Exchange of W. T. Anderson, recently deceased.

St. Louis, Mo.—Roger P. Annan has resigned from the business conduct com'tee of the Merchants Exchange, due to the pressure of his personal business affairs, and is succeeded by W. J. Edwards.

St. Louis, Mo.—The St. Louis Millers' Club went on record as being unanimously opposed to any change being made in the standard for wheat delivered on contract grades, at their periodic banquet Dec. 8.

St. Louis, Mo.—Memberships posted for sale and cancellation include that of Chas. F. Hawe; Jno. W. Bryan, Springfield, Ill.; Peter Glessing, Farmington, Mo.; J. W. Holmquist, Omaha, Neb.; Robt. J. Bergmann and Elmer E. Els.

St. Louis, Mo.—C. P. Anderson, who will be state marketing commissioner Jan. 1, was in St. Louis as a representative of the marketing bureau, checking up alleged violation of the commission merchants' law by nine St. Louis hay firms. Prosecutions for non-compliance with the law regulating and supervising the commission business in Missouri, and failure to take out licenses, will result unless the firms without licenses to operate immediately take out same, which are \$25 per year, and give the \$2,000 bond exacted.

MONTANA

Alder, Mont.—Fire destroyed the contents of the Beebe Grain Co.'s warehouse on Dec. 12.

Peerless (Scobey p. o.), Mont.—Arnold Horgan, who is now connected with the Farmers Elvtr. Co. at Scobey, will be mgr. of the new elvtr. of that company in Peerless.

NEBRASKA

Wynot, Neb.—An interest in the Hillis elvtr. was just acquired by John Herfkens.

Indianola, Neb.—Fire, originating in the elvtr. cupola, resulted in a small loss to the Indianola Equity Exchange, Nov. 21.

Bennett, Neb.—F. M. Saum, mgr. of the Farmers Elvtr. Co. at Ruskin, purchased the Duff Elvtr. at this station.

Omaha, Neb.—Perry Duncan recently resigned from the Crowell Grain Co.'s traveling staff. He has made connections with a supply house.

Sidney, Neb.—A new hammer type feed grinder operated by a Fairbanks-Morse Motor was installed for the Gurley Flour & Mfg. Co. of late.

Central City, Neb.—The T. B. Hord Grain Co. has increased capital stock to \$750,000, \$250,000 of which is preferred and \$500,000 common.

Kearney, Neb.—The Kearney Grain Co. contemplates changing its name to the Kearney Lumber & Coal Co. and adding lumber and coal to its side lines.

Ashland, Neb.—I am operating the business formerly owned by the Albers Commission Co. of Omaha, under the firm name of Kuhl Grain, Flour & Feed Co.—E. M. Kuhl.

Ragan, Neb.—The J. W. Anderson Grain Co. has quit the grain business and sold its elvtr. to Geo. Peterson who now operates it as the Ragan Grain Co.—Albert Anderson.

Davenport, Neb.—H. H. Thurman has taken over the two elvtrs. of A. J. Schoenfeld. The east elvtr. was formerly the property of the Farmers Shipping Ass'n, and the west, of the Shannon Grain Co.

Omaha, Neb.—Nelson B. Updike, of the Updike Grain Corp., and his associates, will be made defendants in a federal suit to recover over half a million dollars in unpaid war-time income and excess-profits tax in connection with the Missouri Valley Elvtr. Co., an Updike subsidiary, it is reported.

Belden, Neb.—J. J. Mullaney of Sioux City, Ia., closed the sale of 10 elvtrs. owned by the McCaull-Webster Elvtr. Co. of Minneapolis, on Dec. 16. The houses are located here, at Wareham, Randolph, Breleau, Plainview, Dixon, Bloomfield, Fordyce and Obert, Neb., and one at Utica, S. D. Mr. Mullaney already operates an elvtr. at Walthill, Neb., one in Iowa and seven in So. Dak. The properties were turned over to him immediately.

NEW ENGLAND

Cheshire, Conn.—The Cheshire Grain & Coal Co., recently organized, has taken over the business of George W. Thorpe.

Malden, Mass.—Fire, believed to have started from defective wiring, caused damage amounting to more than \$10,000 to the plant of the Malden Grain Co., used by the Park & Pollard Co. of Buffalo. A large amount of bagged grain was destroyed.

NEW YORK

Buffalo, N. Y.—The directors of the Grain Dealers National Ass'n have decided to hold the 30th annual meeting of the ass'n here, dates to be announced later.

Oswego, N. Y.—Christopher J. Kelly, 42, a government grain grader during the war and since then one of the staff operating the State Grain Elvtr. here, died Dec. 8.

Buffalo, N. Y.—The addition to the Evans elvtr. was opened on Dec. 12, the improvements which increased its capacity by 250,000 bus., having recently been completed.

Buffalo, N. Y.—The charge of grand larceny made against Gilbert Forsyth of the Chippewa Feed & Grain Co., involving the sum of \$17,812.50, was dismissed when the case came to trial, the court holding that there had been no intention by Mr. Forsyth to misappropriate funds and that no larceny had been committed. The charge grew out of a transaction which the feed and grain company conducted for the George J. Meyer Malt & Grain Co. and during which Mr. Forsyth deposited a check to his personal account. He convinced the court that he planned to issue another check to the Meyer company but that before he could do so the money was seized by a bank on a prior loan. The decision of the court exonerates Mr. Forsyth completely.

Le Roy, N. Y.—The stockholders of the Jell-O Co., Inc., at a meeting here Dec. 23 approved the proposed merger with the Postum Cereal Co. The number of shares of common stock will be increased from 800,000 to 1,375,000 with the consent of the stockholders in session Dec. 28.

NEW YORK LETTER.

Julius H. Barnes of the Barnes-Ames Co. was painfully injured recently when thrown from a horse while riding.

Wm. Johnson, who is connected with the forwarding house of Thompson & Earle of Montreal, has succeeded Geo. R. Roys who recently resigned as New York mgr. of the Canadian Co-op. Wheat Producers, Ltd.

Irving M. Horowitz, who will assist Ernest Reiner, mgr. of the Chesapeake Export Co., Inc., and Leslie P. Moore, with the Superintendence Co., have been elected to membership in the Produce Exchange.

Geo. M. Pyncheon of Pyncheon & Co. has resigned his associate membership in the Produce Exchange and has been elected to regular membership. Roy E. Wilson, connected with the same house, has been elected an associate member.

D. D. Allerton, who was mgr. of the Erie Grain Elvtr. and one of the oldest members of the Produce Exchange, died Dec. 5, aged 72. Mr. Allerton was a member of the board of mgrs. of the exchange from 1898 to 1900, sec'y from 1900 to 1904, and v. p. from 1905 to 1906. He had a wide circle of friends and acquaintances.

NORTH DAKOTA

Judson, N. D.—The Bingenheimer Elvtr. has been closed for the past three years.—X.

New Rockford, N. D.—I will install some new machinery this next season.—J. C. Smith, J. C. Smith Grain Co.

Drayton, N. D.—The Farmers Interstate Elvtr. Co. installed a new leg and put on 11x6 D. P. buckets. T. E. Ibberson Co. did the work.

Maxbass, N. D.—We have just installed a new disc cleaner. A former mgr. of this elvtr. is now a scooper grain dealer here.—Maxbass Farmers Co-op. Elvtr. Co.

Cipher Codes

Universal Grain Code: The only complete, the most up-to-date and latest grain code published. Effects a greater reduction in tolls than any other domestic code. Code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.50.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.25; cloth, \$1.75.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 8½x6 inches. cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. 145 pages 4½x5½ ins. Cloth bound. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. Price in English, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million code words, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. Appendix contains decimal moneys and list of bankers. 412 pages, 8½x10½ inches. Bound in cloth, leather back and corners. \$15.00.

Baltimore Export Cable Code: Hinrich's fourth edition, compiled especially for export grain trade. 152 pages 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision) Sixth Edition: Retaining the essential features of the 5 edition published in 1901, for use in domestic and export trade. Size 6x7 inches, 304 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ ins. 850 pages, bound in keratol. Price \$10.00.

All prices are f. o. b. Chicago.

GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Edgeley, N. D.—The Ottertail Power Co. is extending its equipment so service may be given the Powers Elvtr. Co. and the Andrews Grain Co.—C. W. Knapp, agt., Powers Elvtr. Co.

Edgeley, N. D.—The Andrews Grain Co. has the material on hand to install a Kewanee Truck Dump and to equip its elvtr. with electric power thruout.—C. W. Knapp, agt., Powers Elvtr. Co.

Devils Lake, N. D.—Chas. Todd, 72, grain veteran and organizer of Tanton & Todd of Grand Harbor, died of heart trouble after a long siege of illness. He was an officer in the local Farmers Grain Co. for some time in the past.

OHIO

Elkton, O.—The grain elvtr. at Elkton has been abandoned for the present.—X.

Lodi, O.—The wareroom of the Lodi Equity Exchange is being rebuilt and enlarged.

Hamler, O.—The Gallup Prentiss Co-op. Grain Co. has improved and electrified its elvtr.—X.

Leesburg, O.—Fire damaged the roof and top of the mill building of the Dewey Bros. Co. recently.

Jewell, O.—The Jewell Grain Co. will equip its new plant with a McMillin Wagon and Truck Dump.

Lynchburg, O.—H. Murphy & Son are building a new office and installing new scales.—The Dewey Bros. Co.

Utica, O.—Frank H. Colville has succeeded W. A. Alsdorf, having an elvtr. but not shipping wheat.—F. H. C.

Utica, O.—I have rebuilt my feed shed and office but will not rebuild elvtr. until next spring.—Geo. Branstool.

Tremont City, O.—Alpha Evilsizor died recently from injuries received when he was struck on the head by a coal chute.

Antwerp, O.—The Antwerp Equity Exchange Co. is installing a grain drier which the company expects to have in operation by Jan. 1.—X.

Sherwood, O.—Elmer Hanna will continue as mgr. of the Sherwood Elvtr. which was taken over by D. C. Dachsteiner of West Unity on Dec. 15.

Kings Creek (Urbana p. o.), O.—One of the two elvtrs. owned and operated by Gregg Bros. is being improved and new machinery installed.—X.

Arcadia, O.—The elvtr. of the Arcadia Elvtr. Co. will be moved, probably next summer, on account of the straightening of the track of the Nickel Plate Railroad.—X.

Isleta, O.—O. W. Sergeant is managing the Hanley Mlg. Co.'s elvtr. This is the elvtr. of the Plains Co-op. Co. which the milling company leased of the receiver in June.

Cincinnati, O.—Frank R. Maguire, hay and grain merchant, will discontinue business about Jan. 1, when he will leave for Florida, hoping that the climate will prove beneficial to his health.

Delaware, O.—We have just installed a No. 3 direct connected motor driven Jay Bee Hammer Feed Mill. The elvtr. operated by J. M. Smith is now occupied by a seed store, Mr. Smith having discontinued the business.—Delaware Farmers Exchange Co.

Johnstown, O.—The J. R. Alsdorf Elvtr., now owned by the Johnstown Hay Co., is being operated by the Croton Elvtr. Co. The Johnstown Farmers Co-op. Co. went into the hands of a receiver and the elvtr. was purchased by the Johnstown Bank. It is now being operated as the Johnstown Elvtr. Co.—Babcock Bros. (We just installed a complete feed grinding plant.—Johnstown Elvtr. Co.)

Cincinnati, O.—The recommendation of President A. M. Braun that the Cincinnati Grain & Hay Exchange become a "not-for-profit" institution was unanimously adopted at the annual meeting and dinner of the members held Dec. 18. The establishment of a daily market circular was also definitely decided upon and placed in the hands of the new board of directors which were elected at the time and for a three-year term are: Ralph H. Brown, Robert Lee Early, Elmer H. Helle, Fred W. Scholl and W. A. Van Horn; and for the two-year term, Max Blumenthal and H. Edward Richter. The holdover directors are A. M. Braun, Frank J. Currus, George A. Dieterle, Fred B. Edmunds, D. W. Hopkins, Louis McLaughlin, Harry E. Niemeyer and B. H. Wess.

OKLAHOMA

Oklahoma City, Okla.—The D. J. Rutledge Grain Co. has ceased functioning.

Dacoma, Okla.—The roof of the Enid Mlg. Co. was damaged by windstorm on Dec. 3.

Newkirk, Okla.—The Arkansas City Mlg. Co.'s elvtr. is no longer in operation, leaving only the Farmers Supply Co.'s Co-op. Elvtr.

Deer Creek, Okla.—An explosion in the elvtr. of the Deer Creek Wheat Growers Ass'n resulted in destroying a dump and bin.

Chickasha, Okla.—Fred R. Linton recently leased his elvtr. here and went to Kansas City, Mo., to engage in the grain brokerage business.

Enid, Okla.—The Jones-Hettelsater Constr. Co. has the contract for the construction of the new 1,000,000-bu. elvtr. for the Enid Terminal Elvtr. Co.

Arapaho, Okla.—J. L. Johnson, a farmer without previous elvtr. experience, will succeed me Jan. 1.—Smith L. Jones, mgr., Farmers Union Co-op. Ass'n.

Oklahoma City, Okla.—C. H. Hyde of Alva has suggested an Oklahoma law providing for the establishment of a public grain warehouse in each county.

Oklahoma City, Okla.—The office of the Mid-State Grain Co., of which E. M. Flickinger is the mgr., is now located on the 6th floor of the grain exchange building.

Guthrie, Okla.—The skeleton of the burned building of the Guthrie Mill & Elvtr. Co., Inc., still stands and the probability of its being rebuilt is slim as the interested partners are no longer here.

Tulsa, Okla.—Mail addressed to Seymour Dix, formerly of Pickrell, Neb., who was recently reported to have removed to Tulsa for the purpose of engaging in the grain and feed business, has been returned unclaimed.

Blackwell, Okla.—L. E. Raymond, formerly mgr. of the Kansas Grain Co. of Hutchinson, Kan., which recently consolidated with the grain department of the Moses Bros. Mills, is now in charge of the Blackwell Mlg. & Elvtr. Co., a unit of the Midland Flour Mlg. Co. R. W. Amerine, mgr. at Blackwell for years, is now the ass't sec'y of the latter corporation, located at Kansas City.

OREGON

Pendleton, Ore.—Walt Mitchell, who was a grain buyer in Pendleton between 1914 and 1920, has come from Arlington to take charge of the local office of Kerr Gifford & Co. of Portland.

PENNSYLVANIA

Philadelphia, Pa.—Charges for sampling cob corn will be 75c per car after Jan. 10.

Philadelphia, Pa.—The Reading Co.'s "Twentieth Street" 250,000-bu. 86-bin storage elvtr. is nearing completion. The house is of reinforced concrete and replaces a 50-year-old frame structure burned in March of last year.

SOUTH DAKOTA

Mollette, S. D.—I am mgr. of the Farmers Co-op. Elvtr. Co.'s two elvtrs. here.—G. W. Gange.

Redfield, S. D.—I am installing a new chick feed mill and corn cracker purchased of F. E. Barsaloux.—H. W. Speight.

Rockham, S. D.—The Atlas Elvtr. Co. put lightning rods on their house this fall.—H. T. Eisnoch, mgr., Rockham Farmers Elvtr. Co.

Frederick, S. D.—The Home Farmers Elvtr. Co. is making repairs on its elvtr. and installing a new distributor. B. Pearson is mgr.—X.

Tulare, S. D.—We have just made repairs on the elvtr. leg in the house. The belt broke and many of the cups were ruined.—T. J. Carlow, Tulare Grain Co.

Letcher, S. D.—We are motorizing our elvtr., having installed a 25-h.p. motor for grinding and a 15-h.p. motor for the elvtr.—B. M. Haladay, mgr., Farmers Elvtr. Co.

Spencer, S. D.—We have opened a feed store here and will operate it in connection with our regular grain business. We have installed a feed mill and will manufacture poultry and other animal feeds and do a wholesale and retail business in this line.—Hoese & Lueth Grain Co.

Verdon, S. D.—The elvtr. owned by the Atlas Elvtr. Co. is not operating this season, nor has it been in operation for several years.—R. J. Strauch, agt., Farmers Union Grain Co., Inc.

Mitchell, S. D.—We have just resingled our hay house and made minor repairs costing \$1,000. A new 10-ton Fairbanks Scale was installed this fall.—J. H. Bundy, mgr., Farmers Union Co-op. Elvtr. & Live Stock Co.

Utica, S. D.—J. J. Mullaney of Sioux City took over the McCaull-Webster Elvtr. Co.'s house here Dec. 15, along with a string of 9 other McCaull-Webster houses in Nebraska. Mr. Mullaney operated 7 elvtrs. in this state and one in both Iowa and Nebraska before this purchase was made.

SOUTHEAST

Wheeling, W. Va.—Mail addressed to Clyde Wood, prop. of the Crescent Feed & Elvtr. Co., has been returned.

Birmingham, Ala.—The Sunny South Grain Co. will rebuild a warehouse recently destroyed by fire with a loss of \$400,000.—P.

Fairmont, W. Va.—The T. C. Newbrough Brokerage Co., which succeeded the Valley Brokerage Co. some time ago, is being operated by the writer, who has had about 20 years' experience in the retail feed game but who has been for the past year engaged in the brokerage end of that business. This work will be carried on in a larger way when business conditions warrant it.—T. C. Newbrough.

TENNESSEE

Eaglesville, Tenn.—The Eaglesville Mlg. Co. has recently been incorporated for \$15,000 by A. P. Elmore, Jr., and J. W. Scales.—P.

Nashville, Tenn.—The Nashville Warehouse Elvtr. Co. will add 300,000 bus. additional storage to its plant, making the total capacity over 1,000,000 bus.

Clarksville, Tenn.—The Clarksville Grain & Elvtr. Co. is operating its new concrete elvtr. equipped with machinery furnished by the Constant XX Century Co.

Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00.

411-B contains 100 sets all Form E. Price, \$2.00.

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Nashville, Tenn.—Fire did \$40,000 damage to the Moon-Bennett Grain Co.'s elvtr. on Dec. 19. Considerable stored grain was ruined. The company was but recently organized by F. J. Moon and J. C. Bennett and took over the S. S. Kerr elvtr. this fall.

Lawrenceburg, Tenn.—P. D. Bridges & Son have purchased the properties of the L. A. Cunningham Seed & Grain Co. Mr. Bridges has been mgr. of the Columbia Produce Co. for several years but has resigned and will devote his entire attention to the grain and seed business.

TEXAS

Spearman, Tex.—W. B. Johnston will remodel his elvtr. at this station.—X.

Dallas, Tex.—The Standard Tilton Mfg. Co. just installed a Jay Bee Mill.

Fort Worth, Tex.—J. N. Scott will soon erect a grain and feed mill at an approximate cost of \$7,000.

Tulia, Tex.—I am present mgr. of the Farmers Grain Co., having succeeded E. N. Noble some time ago.—C. O. Byrnes.

Glazier, Tex.—Collins & Patton Grain Co. bot the Glazier Elvtr. and operates it this year.—W. R. Zenor, agt., Great West Elvtr.—P.

Belton, Tex.—J. M. Phillips is now engaged in the feed business, having severed his connections with the Belton Gin & Grain Co.

Waco, Tex.—The equipment and stored grain in the elvtr. of the Clement Grain Co. was damaged to the extent of \$14,000 by fire on Dec. 11. Insurance was held.

Lubbock, Tex.—C. C. Whitley now heads the recently incorporated firm known as the Western Grain & Seed Co., with capital stock of \$25,000. Business commenced Dec. 1.

Higgins, Tex.—Understand the North Texas Grain Co. is planning on tearing down its house to make way for a new one to be built in the spring.—G. W. Mears, Great West Mill & Elvtr. Co.

Sherman, Tex.—A meeting of the creditors of the bankrupt Pittman & Harrison Co. was called Dec. 22 by Chas. Batsell, referee in bankruptcy, for the purpose of declaring a 2% dividend.

Port Houston (Houston p. o.), Tex.—The framework of the new \$1,000,000 elvtr. being constructed by the Fegles Construction Co., has been completed. The elvtr. will be ready for operation some time next summer.

Lubbock, Tex.—It is reported that the Whaley Mill & Elvtr. Co., of Gainesville, is contemplating the erection of a 500-bbl. mill and a grain elvtr., to cost \$250,000. The new plant at Lubbock will be a duplicate of the one at Gainesville.

Dallas, Tex.—Work has begun on the new 500,000-bu. elvtr. being erected by J. Perry Burrus. There have been rumors recently of the organization of another company to establish a 500,000-bu. elvtr. at Dallas in the near future.

Dallas, Tex.—The Jenison-Landau Grain Co. has recently gone into business and is conducting a track and transit business at present with the intention of purchasing or erecting a warehouse later on. All kinds of grain, feed and mill feeds are handled.

Wolfe City, Tex.—The mill of the Kimbell Mfg. Co. was damaged by fire which originated in the boiler and engine house on Dec. 12.

Fort Worth, Tex.—The inspection department of the Grain and Cotton Exchange has acquired the office formerly occupied by the Federal Commission Co., it having moved farther down the hall. This increases the floor space of the department by about one-third or about 280 or 290 square feet, which relieves the crowded condition that existed. All of the records and office equipment have been moved into the newly acquired space and this gives us more room in the sample room and laboratory. The partition between the sample room and former office space was removed, resulting in a much better light in the sample room and part of the inspecting is done by the north windows of this room, thereby lessening the congestion in the laboratory. This was made necessary by the gradual increase of the grain business here and in making preparations for the future, as we expect business to be almost double the present volume in the next two years.—V. L. Nigh, chief inspector.

UTAH

Provo, Utah.—Wm. M. Roylance of the Wm. M. Roylance Produce Co., who for the past four decades was prominently associated with the grain business of this state, died following a lingering illness.

WASHINGTON

Seattle, Wash.—The E. A. Webster Grain Co. is the new name of the Webster-Rathke Grain Co.

Seattle, Wash.—W. H. Irvine of the Fisher Mfg. Co., who is still in Rochester recuperating from a recent operation, is greatly improved, having been able to take a short walk in the open.

Seattle, Wash.—J. A. Pease, formerly mgr. of the Gray-Rosenbaum Grain Co. and the Bunge Western Grain Co. in Portland, which latter has recently discontinued, and for the past year in the grain business in Seattle as the Pease Grain Co., has discontinued this business and become mgr. of the grain department of Logan & Bryan's Seattle branch.

Spokane, Wash.—The new concrete elvtr. of the Boyd-Conlee Grain Co. is nearing completion. The house has 20 bins 8 ft. deep, giving, with the old elvtr., a total storage capacity of 200,000 bus. Between the old and new buildings is a 4-story wheat cleaning and washing plant. Individual electric motor drives are used on the machines. A good volume of business is anticipated as several transcontinental lines pass thru Spokane, making it a logical accumulating and distribution point between the Inland Empire and the coast.

WISCONSIN

Underhill, Wis.—The Underhill Lbr. Co. has added a new feed mill to its present equipment.

Argyle, Wis.—The Argyle Mill was recently damaged by fire, the loss amounting to about \$17,000.

Marshfield, Wis.—H. Ebbe has succeeded the late Matt J. Sternweis as mgr. of the Farmers Co-op. Co. He is having the office enlarged and an addition built to the warehouse which will double the capacity.

Madison, Wis.—The board of directors of the Milwaukee Chamber of Commerce has arranged for the presentation of a silver cup to the Wisconsin Agricultural Experiment Ass'n for the best peck of pedigree No. 1 oats at the annual grain show at Madison in February. For about 15 years the Chamber of Commerce has maintained five of these trophies at Madison for various grain exhibits.

MILWAUKEE LETTER.

Walter H. Peters, formerly with Pynchon & Co., was recently admitted to membership in the Chamber of Commerce.

An addition was made Dec. 12, to the family of A. L. Flanagan, manager for the Fraser-Smith Co., by the arrival of a daughter, Shirley Anne.

The December rate of interest has been fixed by the Finance Com'te of the Chamber of Commerce at 6%, the same rate which has prevailed for some time.

George Prasser, who has been ass't weigher at the Chamber of Commerce for seven years, died suddenly while at the office of the weighing department.

The Chamber of Commerce, thru its board of directors, has granted corporation membership privileges to the Badger Grain & Feed Co which was recently organized by Hugo Dam.

The board of directors of the Chamber of Commerce recently appointed the following as members of the Business Conduct Com'te: H. M. Stratton, E. J. Furlong, J. J. Crandall, A. R. Templeton, pres. of the Chamber of Commerce, and W. A. Hottensen, treas. of the Clearing Ass'n.

Effective Jan. 1, 1926, a fee of \$1 will be charged for inspecting and furnishing samples of barley from cars and for inspecting screenings at Milwaukee. This was adopted by the Chamber of Commerce upon the recommendation of supervisors of grain inspection and weighing.

At the regular monthly meeting of the board of directors of the Chamber of Commerce the words "market value on day of unloading" as used in Rule 16, Sec. 1, relating to the basis of settlement for excess or deficiency in deliveries on "to arrive" sales to mean the average price at which grain of the quality specified in the contract sold in the market on that day.

Italian Clover to Be Stained.

The staining of unadapted imported red clover has been under discussion since January, 1922, when the results of experiments in growing Italian clover were first widely announced by the Department of Agriculture. The seed dealers, through Curtis Nye Smith, of Boston, Mass., counsel for the Wholesale Grass Seed Dealers Ass'n, agreed from the first to support a law requiring such clover seed to be stained, owing to the impossibility of identifying it by test or examination, once it had been passed through a port of entry in our country.

"In the last session of congress," said Mr. Smith, "two bills were presented on this subject, one by the Department of Agriculture, providing that the secretary of agriculture should make regulations concerning the staining of imported red clover and alfalfa, and the other by our ass'n, providing that before an order was issued providing for seed to be stained, an advisory board, consisting of representatives of the department, of the seed dealers and of the farmers, should conduct a hearing and recommend to the secretary what action should be taken.

"Neither bill came to a hearing in the last session.

"Not satisfied to allow this important matter to be dropped, the representative of the Seed Dealers' Ass'n approached the officials of the Department of Agriculture last April after the termination of the Sixty-eighth Congress, to secure a unity of thought and action in respect to a bill to be presented at the convening of Congress in December. As the seed trade ass'ns had by bitter experience determined that they could not assent to unlimited legislative power being given to an administrative officer without the interposition of an advisory board, and as the department still felt itself disinclined to permit the inclusion of such a provision, the seed trade representatives offered a suggestion, which was promptly adopted."

The text of the bill which has been agreed upon by the ass'n and representatives of the Department of Agriculture provides:

"That all alfalfa and red clover seed offered for entry into the United States, as a condition of entry shall be marked under the supervision of the secretary of the treasury by such color or colors or otherwise as the secretary of agriculture may by regulation prescribe; provided, however, that if such clover and alfalfa seed are correctly certified by the proper official of the country within which such seed were grown as having been grown north of the 46th parallel north latitude and or between the longitude of 65 and 160 west, north of the 42nd parallel north latitude or south of the 30th parallel south latitude, it shall not be subject to these provisions."

Imports of Italian clover seed have been reduced from 7,808,000 in 1920 to 151,000 pounds in the year ending July 1, 1925. The staining of unadapted clover will make it impossible for it to be sold under a misleading name or description.

THE A. E. STALEY MFG. CO.

Decatur

Illinois

is in the market daily for

SOY BEANS

Quotations made on Number 2
grade Government inspection or
samples submitted

Supply Trade

The Portland cement output in November amounted to 13,639,000 barrels compared with 15,992,000 in October this year and 13,141,000 in November, 1924.

New York, N. Y.—Sulphur has advanced to \$17 a ton at the mines, owing to lessened output attendant on the abandoning of the Louisiana mines and a reduction of surplus stocks in dealer's hands.

Wichita, Kan.—The many friends, in the trade, of the White Star Co. are receiving, with the season's Greetings, an attractive pocket diary, which is replete with data, valuable to anyone who handles the odd jobs around his elevator.

Washington.—The Supreme Court of the United States has declared invalid the Callahan patent, 948,719, on a material transferring apparatus for use in transferring concrete or other plastic materials from a suitable source of supply to working points on a building.

The Link-Belt Company, of Chicago, announces the opening of a branch office in the First Wisconsin National Bank Bldg., Milwaukee, Wisconsin, with Mr. R. C. Kendall in charge. This step has been taken as a result of their constantly growing volume of orders for Link-Belt Silent Chain Drives for the transmission of power.

Washington.—A bill has been introduced by Rep. Clyde Kelly of Pennsylvania permitting the manufacturer of trademarked merchandise to contract with retailers for the maintenance of the resale price without being held for violation of the anti-trust act. The law would deprive the reseller of the defense that the agreement was in restraint of trade.

Minneapolis, Minn.—The Wolf Co., of Chambersburg, Pa., was given judgment by the Supreme Court of Minnesota against the St. Paul Trust Co. in the suit involving title to the Paramount Mill which was equipped with machinery valued at \$200,000 by the Wolf Co. under a conditional sales contract. The Wolf Co. purchased the land and buildings, also, at foreclosure sale.

One of the great mistakes made in thinking and speaking of advertising is to assume that it is a science; that it is controlled by formulas such as an engineer uses in calculating the dimensions of a bridge. Advertising is an art, and, carried to its highest possibilities,—a very high art. Indeed, it has as servants two of the most eminent of the arts—writing and illustration.—Alvin E. Dodd.

St. Paul, Minn.—Glass setters set 150 lights per day, in metal frames, under open shop conditions in St. Paul, while in Chicago, under the closed shop, the union only permits 40 lights to be set per day, says the Citizens Alliance of St. Paul. Concrete reinforcing rods are laid by common labor at from 45 to 55 cents an hour, while under closed shop this has to be done by ironworkers at \$1 an hour.

Washington, D. C.—Need of the systematic collection of statistics as a first step in the elimination of immense wastes in distribution due to wide market fluctuations was pointed out in a report submitted by a committee of government officials and business executives, of which Owen D. Young is chairman, to the National Distribution Conference at its meeting in Washington on Dec. 15 under the auspices of the Chamber of Commerce of the United States. The

report represents the first concerted move on the part of American business men to avert the disastrous boom and slump which result in waste and extravagance and subsequent stagnation and unemployment.

Pittsburgh, Pa.—The rolling of light-weight steel beams 6 to 10 ins. in height is said to have been accomplished successfully by two steel companies, making it possible to use steel in all buildings where wooden joists are now used in floors. The beams would be delivered cut to required size, so that only bolting would be required to set them in place, saving labor in construction, and reducing the fire hazard in the completed building.

England Makes a Grain Market Inquiry.

The English Food Council opened a public inquiry several days ago in London, in an attempt to discover the cause for the unprecedented rise in wheat prices. Within 8 weeks wheat on the English market rose from \$10 to \$15 a quarter of 8 bus., whereas an increase of \$1.25 was the maximum expected by English bakers and the public.

One of the principal trade journals in England ascribed the main cause for the rise to Russia's failure to furnish expected supplies. The press charged Bolsheviks with circulating reports that Russia would export great quantities, buying in the Winnipeg and Chicago markets at the same time, knowing the price would rise when it became known that Russia could do very little exporting. The curtailment of Russian exports is undoubtedly embarrassing many firms that had to cover themselves by purchasing Canadian grain at higher prices.

Testifying before the Food Council, Sir Herbert T. Robson, prominent English authority and grain importer, stated as paramount reasons for the increased prices:

(1) Disillusionment as to the amount Russia would contribute to the world's market. (2) Damage to crops in Australia and Argentina. (3) Delay in marketing the Canadian crop, owing to adverse weather. (4) Precariously low stocks in the hands of European millers and importers. (5) Europe's credit stringency to finance stocks. (6) Reluctance on the part of millers and importers to cover their forward needs in consequence of their costly experience of last year, when a sharp price decline caught numerous buyers, who lost tremendously.

Whereas in August and September it appeared there would be more wheat than the world could use, it now seems that unless the world

economizes there will be barely sufficient to go around. The world must turn to Canada for its main wheat supply, since Canada alone seems to have a satisfactory crop. Latest news from Russia is to the effect that the Russians will be hard put to find enough grain for feeding themselves.

Courting and Barring Disaster.

BY TRAVELER.

The chances some elevator managers will take in running their establishments is clearly demonstrated by a recent experience at a 15,000-bu. house in Northern Illinois. Having considerable interest in the mechanical equipment and the construction of country houses I had gone into the elevator to inspect the electric power equipment.

It was dark and dusty back where the inclosed motor rested on a little platform. No protected electric lights were conveniently arranged for work in that part of the house. In fact there was no light at all; only a globe-less cord suspended from a beam.

I wiped an eighth of an inch of dust from the plate on the motor that bears the factory stamp, but found it impossible to read in the dim light. The elevator manager, seeing my predicament, started to light an old oil lantern that he had hanging handily on a nail nearby.

Of course I immediately stopped him. With the dust I would stir up in moving around that motor with an open lantern in my hand, I would have been tempting the hand of Providence and stood a good chance of going thru the cupola with the force of the explosion.

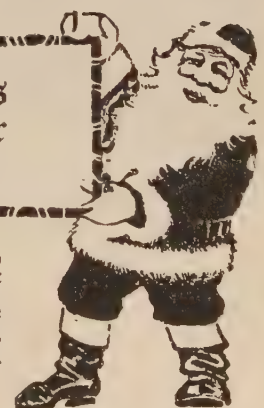
I suggested to the manager that if he could not use that lantern around his coal sheds or some other place where its use would not be extra hazardous, he would do well to break it up and throw it in a junk pile.

In direct contrast to this elevator is a 25,000 bu. house a few miles farther down the same railroad. The driveway is open and affords plenty of room; the electric equipment is conveniently set in a well-lighted place and layers of dust are avoided by consistent and regular cleaning.

The manager doesn't smoke, and he carefully avoids fire hazards. The inside of his driveway and several points of vantage about the elevator are heavily placarded with signs saying, "Lay Away Your Pipe and Matches, We Don't Want a Fire." "No Smoking Permitted," and "Fire Hazard, Keep Flames and Sparks Away."



Merry Christmas
Happy New Year
To You



It gives us pleasure to have the opportunity of thanking the Grain Trade everywhere for their patronage during the past year

The demand for grain grading equipment because of wet grain is the greatest in years. In spite of this, however, we are making prompt shipment of **Official Brown-Duvel Moisture Testers**, and all grain, bean and rice testing supplies.



Hours for Good Health and Prosperity,

The Seed Trade Reporting Bureau
Phone Harrison 3449 CHICAGO, ILLINOIS

Seeds

Hastings, Neb.—N. Bonahoon Wholesale Seed Co., of Kirwin, Kan., has opened an establishment for the sale of seeds here.

Over 300,000 lbs. of alfalfa seed is in store in the warehouse of the Northern Montana Alfalfa Growers Ass'n, waiting to be sacked for market.

Evansville, Ind.—The Purcell Seed Co. has leased the building of the Coork Brewing Co. and will soon be established in the new quarters.

Rock Hill, S. C.—The Dixie Seed Co. has been organized here to take over the property of the Garrison-Hutchison Seed Co., now being liquidated.

Cincinnati, O.—J. Chas. McCullough Seed Co. has moved into its new building and expects the plant will be completed and working by the end of this month.

Phoenix, Ariz.—Tho no longer actively connected with the Phoenix Seed & Feed Co., Marshall Humphrey retains his interest in that company. He has engaged in handling farm lands and livestock.

Memphis, Tenn.—The new warehouse and office of the Gillespie-Clarke Hay & Feed Co. was recently formally opened to the public. The new quarters have special equipment for supplying mixed cars.—P. J. P.

Dunkirk, N. Y.—R. W. and D. S. Wright, owners of the Dunkirk Seed Co., whose property was destroyed by fire recently, have made definite plans for replacing the plant with a new fire-proof office and warehouse building.

Douglas, Wyo.—Nearly a hundred acres will be the total of a number of plots which will be planted to seed peas next year. The planting and the financing will be done by the Douglas Kiwanis Club thru the agricultural com'tee.

New York, N. Y.—Damages to the amount of \$2,193.43 plus interest at the rate of 5% per annum from Jan. 1, 1920, to date of payment has been awarded the Nungesser-Dickinson Seed Co. against the German Government by the Mixed Claims Commission, representing the German and United States Governments.

Imports of Forage Plant Seeds.

The Seed Testing Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds.

	July 1— Dec. 15, 1925. Pounds.
Alfalfa	1,021,000
Canada bluegrass	48,600
Alsike clover	5,210,800
Crimson clover	4,420,800
Red clover	2,343,500
White clover	613,400
Clover mixtures	46,400
Awnless bromegrass	11,000
Grass mixtures	100
Broomcorn millet	20,700
Foxtail millet	95,100
Orchard grass	92,900
Rape	3,729,500
English ryegrass	1,359,900
Italian ryegrass	1,117,000
Hairy vetch	2,053,400
Spring vetch	337,800
Bentgrass	157,100
Biennial white-flowered sweet clover ..	785,100
Biennial yellow-flowered sweet clover ..	76,900
Carpet grass	5,700
Crested dogs tail	24,300
Chewings fescue	144,100
Other fescues	677,200
Molasses grass	30,500
Rescue grass	3,100
Rhodes grass	12,000
Rough-stalked meadow grass	41,800
Sainfoin	300
Sweet vernal grass	400
Velvet grass	5,900
Wood meadow grass	22,100

Munich, N. D.—Robert Michels, a farmer near here, threshed over 2 bus. of alfalfa seed from two-thirds of an acre he had seeded with 2 lbs. of Grimm alfalfa seed. After cleaning he expects to have at least 2 bus. good seed left.

Fort Worth, Tex.—Rather than consign milo maize or kafir at the present time I believe it would be better to wire and sell as the cars are being loaded for 10 days' shipment. Maize head arrivals are heavier than they have been for some time and several cars are being carried over.—Harry Johnson.

New Orleans, La.—Joseph Steckler, pres. of the J. Steckler Seed Co., who was shot in a duel with a robber in the company store a few weeks ago, has recovered sufficiently to leave the hospital and return to his home, where he is able to walk about with the aid of a companion, his eyesight being permanently lost.

New York, N. Y.—Chas. Loechner, pres. of Loechner & Co., Inc., seedsmen, died on Monday, Dec. 7, in the Flushing hospital, aged 65. He was born and schooled in Germany, and spent several years connected with the seed business in Italy, France and United States before starting the company he headed until his death.

New York, N. Y.—A circular design decorated with representations of forget-me-nots, inclosing a representation of the globe showing miniature maps of North and South America, and bearing the words "forget-me-not" twice, has been filed by Julius Loewith, Inc., under serial number 181,408, for clover, grass and field seeds.

Buffalo, N. Y.—The stenciled words "Lakeview" and "Dandy" have been filed under serial numbers 221,213 and 221,214, respectively, by the Stanford Seed Co. to represent seeds, timothy, clover, alsike, alfalfa, redbud, bluegrasses, rape, vetches, amber cane, peas, beans, millets, popcorn, grass seeds, grass-seed mixtures, seed corn and seed grains.

Los Angeles, Cal.—H. L. Musser, pres. of the Aggeler & Musser Seed Co., has sold his stock in the company to the remaining shareholders and retired from the business. He has been actively engaged in the seed business for 30 years. City and country real estate holdings will engage his attention in the future. E. A. Aggeler, vice-pres. since 1905, succeeds him as pres.

London, O.—R. H. Schryver and Dr. J. C. Hunt were named receivers of the Ohio Seed & Products Co. by Judge Hornbeck in the Common Pleas Court here. The application for receivership was made by Mary A. Jamison of Columbus, a stockholder, claiming the company was insolvent. The receivers immediately furnished bond to the extent of \$25,000 and took possession of the property, consisting chiefly of 4,500 acres of land in Madison county. The company was organized in 1924.

Seed Analysts to Meet.

The Ass'n of Official Seed Analysts and the Ass'n of Commercial Seed Analysts will both hold their annual meetings in joint open sessions in Kansas City, Mo., Dec. 29, 30 and 31. Headquarters will be at the Savoy hotel. Railroads have agreed to allow half fare return rates providing a sufficient number of delegates attend. Those going are urged to ask for a receipt when purchasing railroad ticket.

A few of the interesting papers which will be delivered at the open sessions are:

Crimson Clover Field Tests—W. L. Goss, Washington, D. C.

Germination Tests of Broken Seeds—W. O. Whitcomb, Montana.

Influence of Scarification on the Viability of Seeds Stored Under Different Conditions—W. D. Hay, Montana.

Hard Seeds of Vetches—W. L. Goss.

Influence of Freezing on Hard Seeds of Legumes—W. O. Whitcomb.

The Hard Seed Problem to Date—Dr. David Schmidt, Wisconsin.

Comparative value of Alfalfa Seeds of Different Shapes—Salome Comstock Miller, Colorado.

The annual banquet will be held on Wednesday evening, Dec. 30.

Texas-Oklahoma Chemists Meet.

Cereal chemists of Texas and Oklahoma attended the meeting of the Texas-Oklahoma Cereal Chemist Club held at Oklahoma City recently. Gene Saltzman presided in the absence of Pres. Harper.

Sec'y W. L. Frank read a brief digest of official and unofficial correspondence relative to club activities. Liberal cash prizes offered for essays and manuscripts were mentioned. Members were urged to join the American Ass'n of Cereal Chemists.

It was unanimously agreed that uniformity in moisture results could only be obtained by uniformity in methods and equipment.

The subject of short weights was discussed, especially as regards the moisture content of mill feeds as manufactured and as found in storage. Mr. Frank read a digest of an article based on collaborative data obtained from representative mills, which brought out the fact that fresh bran and shorts as manufactured contained 13.5 to 14.5 and 12.5 to 13.5% moisture respectively, and that bran and shorts in storage contained 10.0 to 12.0% and 10.0 to 11.5% moisture. All present agreed that moisture content should be considered when net weight was being determined; i. e., feed should be sold on a dry matter basis or have maximum moisture standards the same as in the case of flour.

The Texas standard for fiber in bran was mentioned as being too low in comparison with the standards for bran in other States.

Causes of high protein in 1925 Southwestern wheat crop were attributed to low acre yields, climate and soil conditions.

The excellent bread making qualities of most Southwestern high protein wheat was mentioned as being an exception to the rule. It was also mentioned that some low protein wheat from the Northwestern spring wheat area and from Kansas was relatively better than wheat of similar protein content from the Southwest for bread making. No explanation was offered for this condition. The high moisture content and the low quality of some elevator mixture and blends from midwest terminal markets were mentioned as being responsible for flour troubles, both past and prospective.

Overextension of Government a Costly Burden.

If a way can be found so to reduce governments that their expenditures are only such as are required for the maintenance of the proper functions of government, it should serve as a foundation upon which to eliminate all of the elements of the vicious circle, which working together have resulted in a reduced and unbalanced production in a large number of countries.

This cannot be brought about unless the people realize that their interests demand it. If they can see clearly how the over-extension of government and the absorption of men into government who should be engaged in industry and the misuse, although unintentional, of such wealth as was collected from the people prevented the resumption of production and caused all of their hardships, they should be able to understand that their difficulties of today, even though of lesser degree, are largely traceable to the same source.—Fred I. Kent, vice pres. Bankers Trust Co.

Present yourself with a resolution to keep your elevator in good repair and at high efficiency during 1926 so you can always render good service to your trade.

Feedstuffs

Memphis, Tenn.—The Royal Feed Manufacturing Co. will build a \$51,000 addition to its plant.—P. J. P.

Springfield, Ill.—The Elevator Milling Co. recently installed 2 corn expellers for use in manufacturing crude corn oil.

Rising Sun, Ind.—A unit of the Federated Cereal Mills of America has been established in the City Mills here. W. T. Burns is manager for this district.

Alliance, Neb.—The Alliance Cereal Mill now has under construction one of the most modern mills in the state, which will be fully equipped with all modern appliances.

Antigo, Wis.—Second place in a feed sales competition given by the Purina Feed Mills of Minneapolis was taken by the Farmers Elevator here. It was in competition with 1,800 dealers.

Memphis, Tenn.—Happy Feed Mills, Inc., is the new name of the Edgar-Morgan Co. No change occurs in the product or personnel of the plant and the same policy will continue.

Minneapolis, Minn.—Cereal Mfg. Co., Inc., capital stock \$50,000, to manufacture all kinds of feed stuffs, etc. A. M. Holton, O. N. Swager and C. A. Reincke are the incorporators.

Chicago, Ill.—R. E. Page Co. has been incorporated for \$20,000 to deal in feed ingredients and concentrates. Maurice Abrams, Louis Glass and Robert E. Page are among the incorporators.

Louisville, Ky.—Geo. W. Riedling, 60, former owner of the Riedling Feed Co., retired from active business for the past 2 years, died recently. His widow, 3 daughters and 3 sons survive him.—P. J. P.

Jackson, Miss.—Feed manufacturers here are protesting against the tariffs of the A. & V. railroad, contending that they have been so changed as to bar Jackson shippers from all markets east of Meridian. The case has been set for hearing by the Interstate Commerce Commission.—P. J. P.

Gunnison, Utah.—The alfalfa mill here is again operating. It had been idle for a number of years, but this season mechanics went over the machinery and now the plant is grinding an average of 48 tons of alfalfa per 10-hour day. Its product is largely used for fattening sheep at the feeding stations.

St. Joseph, Mo.—The Aunt Jemima Mills Co. has brought suit against John C. Davis, former director general of the railroads, for \$4,374.96, plus interest at 6%, in the district court here, as a result of overcharges on freight shipments in 1918 and 1919. Before the Interstate Commerce Commission the local mills were awarded reparation, which the defendant has thus far refused to pay.—P. J. P.

Domestic Exports of Feeds.

The exports of feedstuffs during November, 1925, and for the 11 months, January to November, 1925, in short tons, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	November		11 mos. end. Nov.	
	1924	1925	1924	1925
Hay	3,246	2,407	20,412	21,132
Cotton seed cake...	57,228	37,389	155,329	237,218
Linseed cake...	29,700	21,935	285,299	288,917
Other oil cake....	90	308	1,299	8,322
Cottonseed cake				
meal	32,517	16,422	66,187	101,719
linseed cake meal	3,473	901	9,909	5,968
Other oil cake meal	1,222	200	3,245	16,080
Bran & middlings...	599	248	2,302	3,895
Screenings	766	280	6,507	4,004
Other mill feeds...	3,932	1,061	15,706	17,505
Prepared feeds not medicinal	1,657	1,826	10,027	17,561

Milwaukee, Wis.—The Ladish Co., manufacturer of feeds, has changed its name to the Ladish Milling Co. No change occurs in personnel, policy or management.

Memphis, Tenn.—A local salesman of the American Molasses Co., A. W. Bosworth, and representatives of the Chicago and St. Louis officers of the company, arranged an informal banquet for local and visiting sweet feed manufacturers at the Peabody hotel on Dec. 15.

Dallas, Tex.—A new feed mill was recently completed here by the Dal-Tex Grain Co., which has long planned its erection, and is now manufacturing stock and poultry feed. It is claimed it is the only mill in Dallas making sweet feeds. Tony Brignardello, pres. of the company, says its business has increased from \$60,000 in 1920 to \$1,000,000 this year.

Memphis, Tenn.—Representatives from 30 mixed feed manufacturers in the South recently met here to continue with the details of organizing the Southern Mixed Feed Manufacturers Ass'n. The purpose is stated as being to work for the general improvement of the industry, including the adoption of a uniform sales contract.

Approximately 22 per cent of the protein of the wheat kernel lies in the seed coats, representing a vast quantity of protein in the annual wheat crop. Feeding experiments to ascertain the availability to animals of the amino acids present are in progress. The bran proteins have been found by these studies to have a high food value.—C. A. Browne, chief Bureau of Chemistry.

Where a mill feed is sold under a term or designation which has been officially defined, it must conform to the definition, and if a maximum standard of fiber content has been established, it must also conform to the fiber standard. While State feed control officials usually follow the "Definitions" of the Ass'n of Feed Control Officials, this is not always the case; it may be, therefore, that some millers have registered some of their feeds under other names than those included in this list, and as long as the feed control officials of a state accepts for registration a feed under a certain name or classification the miller so registering can proceed to market that feed in that state, taking care, of course, that his feed complies with the analysis under which it is registered.—A. P. Husband, sec'y Millers National Federation.

Custom Grinding Pays.

The installation of a modern feed mill has proved a profitable investment for the Farmers Elevator Co. at Williams, Ia., under the able management of W. J. Foran. The machine was installed a little over a year ago and during the first 8 months it was in use it did enough grinding to bring \$200 a month. During the last 4 months of the year the receipts averaged \$400 a month. Now it is frequently kept busy from 7 a. m. until 8 p. m.

This custom grinding business is done as a side line to the company's elevator, which has an elevating and loading capacity of 3,000 bus. per hour.

Fully realizing that making the establishment attractive is valuable in securing and holding customers, this company has a large flower bed along the street in front of the elevator. It is always kept well filled and during the spring and summer adds greatly to the good will of the business.

New Feed Trade Marks.

Waverly, N. Y.—The Tioga Mill & Elevator Co. has filed "Ducatine" in script, under serial number 220,582 to represent duck feed.

Quincy, Ill.—"Top-Kream Minerals" has been filed under serial number 220,908 by the Moorman Manufacturing Co. for mineral feed for cattle, particularly dairy cattle.

Binghamton, N. Y.—The word "Moon's" over a circle inclosing the word "Special" and the letter "A" comprises trade mark 218,863 filed by George Q. Moon & Co., Inc., to represent scratch feed and a dairy ration.

Orleans, Ind.—A black and white escutcheon bearing the words "Heise's Feeds" has been filed by Heise Bros. under serial number 210,454 to represent horse and dairy feed, stock feed, poultry feed and pearl meal.

Marion, N. Y.—A circular design bearing the words "The Marion Brand" comprises trade mark 215,789 filed by John B. Howell to represent buckwheat, wheat and corn flour, poultry, stock and dairy feeds, breakfast cereal and table meal.

Lowden Would Form Surplus Pools.

The recent Lowden advocacy of legislation to compel all producers of any certain farm product to bear the loss due to export sales at lower prices than in the domestic market is based on what Mr. Lowden considers the successful British rubber and Brazilian coffee valorization schemes.

Every such scheme has always been successful—temporarily. If the managers of the government or private monopolies were able to restrain themselves from pushing prices too high such interference with the free play of supply and demand would be beneficial in preventing prices from getting below the cost of production for any great length of time. But the temptation is always to make the price high enough to give the most inefficient producer a profit, and the result is overproduction, or an attempt by the public to use substitutes for the monopolized commodity, as the public in the Eastern states now is using bituminous coal in place of the monopolized anthracite. The anthracite mine owners and mine workers are about to experience a most disastrous and costly fiasco.

GRAIN DRIERS

for

COARSE GRAINS,
SEED CORN,
BEANS,
PEAS, ETC.

ROTARY DRIERS

for

MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

THE ELLIS DRIER CO.

1223 So. Talman Ave.

Chicago, Ill.

Supreme Court Decisions

Carrier Liable for Violating Instructions.—Carrier, delivering to consignee in straight bill, after receipt of instructions from one having right of property or possession not to deliver to such consignee, is liable to person so instructing, in view of Act Aug. 29, 1916, § 10, known as the Pomerene Act (Comp. St. § 8604ee). In re Taub. U. S. Circuit Court of Appeals, 7 Fed. (2d) 447.

Warehousemen.—Persons holding storage tickets issued by a grain elevator are not estopped from asserting a wrongful disposition of the grain because they know that the elevator is shipping out grain and that the two local elevators have capacity to hold but one-fourth of the grain produced in their territory.—Hoven v. McCarthy Bros. Co. Supreme Court of Minnesota. 204 N. W. 29.

Landlord's Lien.—Where tenant in common of crop grown on his co-tenant's land sells it without co-tenant's consent, he and purchasers may be sued jointly or severally for conversion by sale and retention of proceeds to exclusion of rights of co-tenant, tho latter is barred by limitations from asserting landlord's lien.—Harnwell v. Arkansas Rice Growers' Co-op. Ass'n et al. Supreme Court of Arkansas. 276 Southwestern 372.

Exchange Memberships.—Interest of purchaser of membership certificate in exchange, organized as membership corporation for purposes other than pecuniary profit, in certificate and in exchange, is subject to charter and by-laws of exchange, and court of equity will not compel exchange to admit applicant for membership or issue extra certificate against will of those whose duty it is, under by-laws, to pass on applications and issue new certificates.—Chas. F. Garriques Co. v. New York Produce Exchange. Supreme Court of New York. 211 N. Y. Supp. 13.

Warehouseman's Bond.—Where a bond is given, in compliance with the provisions of an unconstitutional statute, for the purpose of enabling the principal to engage upon or continue in the business of a warehouseman, and where other statutes, which purport to have been repealed, also require the giving of a bond, and where, through compliance with the unconstitutional act, the warehouseman was permitted to engage upon or continue in the business, the bond is supported by a consideration independent of the unconstitutional statute, and is enforceable.—State to Use of Brontrager et al. v. Mundy et al. Supreme Court of North Dakota. 205 Northwestern 684.

Interest on Overcharge.—Interstate Commerce Commission, in reparation order for excessive freight charges exacted in violation of Interstate Commerce Act, § 1 (Comp. St. § 8563), held to have properly awarded interest from date of exaction, and neither fact that validity of such claim for excess charges was disputed, nor that amount of recovery was uncertain, nor that carrier could not have legally made repayment of such excess charges, in view of Elkins Act (Comp. St. §§ 8597-8599), and Act June 29, 1906, until final award, liquidating amount, precluded such recovery.—Louisville & N. R. Co. v. Sloss-Sheffield Steel & Iron Co. U. S. Supreme Court. 46 Supreme Court 74.

Carrier Liable for Failure to Reconsign as Ordered.—Carrier cannot plead strike as reason for failure to carry out contract of carriage and diversion order, so as to entitle it to charge demurrage and war tax for re-

sulting delay in transportation; there being presumption of negligence, entitling shipper to damages, in absence of legal explanation or excuses. Evidence that carrier permitted car to remain at point to which originally consigned from April 9 until May 17 or 18, without acting on reconsignment order sent on April 10, and refused to deliver it at point to which finally reconsigned until certain charges had accrued and been paid by consignee, held to sustain allegation of overcharge for demurrage and freight.—Buschow Lumber Co. v. Union Pacific R. Co. Kansas City Court of Appeals, Missouri. 276 S. W. 409.

What Constitutes Doing Business in a State.

Boundary lines between states are purely imaginary with regard to the business transacted by any large concern whose merchandise is widely distributed; but corporate powers are strictly limited to states in which they have charters. Whether they can sue or be sued, and some questions of taxation turn upon whether or not they are "doing business" in the state.

The Millers National Federation in recent bulletins has outlined what does and what does not constitute doing business in a state in the following:

Not Doing Business.—The state of the law in so far as it can be considered settled appears to be such that a corporation of one state is engaged in interstate commerce only and need not qualify under the foreign corporation laws of other states.

If it is in the mail order business, merely receiving orders by mail in pursuance of letters, circulars, catalogs or other forms of advertising, filling such orders with goods shipped from another state.

If it employs traveling salesmen to solicit orders in other states, either by display of samples, or otherwise, such orders being subject to approval at the corporation's offices without the state of sale, and the goods to be shipped into the state of sale from another state.

If it maintains sales offices in other states and has there sales managers and salesmen who report to the latter even though sample stock is carried in these offices, provided such samples are for display only and not for sale, orders being subject to approval by the home offices, and shipment being from another state than that of sale.

"Doing Business."—A corporation must qualify under the foreign corporation laws of other states:

If it makes sales, repairs or replacements from sample stock carried by its salesmen or on display in its sales offices.

If it maintains stocks of goods within other states in warehouses or otherwise, and makes sales and deliveries therefrom.

If it furnishes employees to solicit orders in other states to be turned over to local wholesalers and jobbers.

If it holds stockholders' meetings and directors' meetings in other states for the purpose of declaring dividends, receiving officers' reports, determining upon operation policies and transaction of other corporate business contemplated by its charter.

If it undertakes thru its agents not merely to sell its products but in addition to install or erect them upon arrival at destination, unless such erection or installation is so intricate as to require technical or skilled services not ordinarily available.

In general, the interstate character can be preserved only where the acts in the second state are purely those of solicitation for orders to be sent to the home offices for acceptance or rejection, and shipment is to be made from without the state of sale. It does not matter whether the goods are manufactured prior to the sale, or specially in pursuance of the sale; nor does it matter whether the shipment is

made directly to the vendee or consigned to seller or his agent for delivery to the vendee. Neither does the maintenance of a sales office change the character of the transactions as interstate, if no sales are made from stock on hand, and orders are subject to approval outside of the state of sale. But, sales from warehouses within the state, and sales on behalf of jobbers or wholesalers within the state by employees of a foreign corporation, deprive the corporation's business of its interstate nature, and render it subject to the foreign corporation laws of the state of sale.

Judgment Against Railroad for Burning Elevator.

The Appellate Court of Indiana on Nov. 19, 1925, gave the Mexico Elevator & Live Stock Co., of Mexico, Ind., judgment against the P., C. & St. L. R. R. Co. for \$4,738.50 and the insurance company for \$10,550.66 for the burning of the elevator on Jan. 14, 1921.

Rees J. Morgan owned the elevator on the right of way and his lease had the usual clause placing all the hazards on the lessee. It read:

The party of the first part shall not be held responsible in any way to any one for any loss of or damage to said buildings, building, or structures or property stored therein or located upon said premises, no matter to whom the same belongs, whether such loss or damage be occasioned by fire communicated by sparks from a locomotive, or otherwise.

The Elevator Company bought the elevator and was given an assignment of the lease, which was mutually canceled later because it was intended the Elevator Company should have a side track agreement. A disagreement, however, arose as to the amount of the rental to be paid; and the railroad company never tendered a lease to the elevator company. No rent was ever paid, but shipments of grain were made regularly and the railroad company never undertook to evict the elevator company.

The court said: It is not controverted that the fire that destroyed the elevator, its equipment, and the merchandise therein was communicated directly by sparks from appellant's engines. Appellees admit that the clause in the lease exonerating appellant from liability for fires on its right of way caused by its locomotives is a valid provision, but contend that appellee elevator company was not occupying appellant's right of way under the lease when the fire occurred. As it seems to the court, appellees must prevail in this contention. It was expressly provided in the lease by appellant to Morgan that:

"This agreement shall not be assigned, * * * underlet, or sublet to any person, persons or corporation, without the written consent of the party of the first part being first indorsed upon this agreement and executed by some officer of the party of the first part thereunto duly authorized."

There is no contention by appellant that this provision of the lease was ever complied with, or that it in any manner gave its consent to the assignment. On the contrary, when informed of the purchase of the elevator by appellee elevator company, it then informed the purchaser, elevator company, that it would be necessary to execute a new lease, and further instructed the elevator company to procure a cancellation of the lease by Morgan, which it did. While the lease, after this cancellation was written across it, was not forwarded to appellant, it understood that there was no lease to appellee elevator company, and repeatedly notified it that it was occupying without a lease. No doubt appellant could have waived the provision of the lease against assignment, as such provisions are generally held to be made for the benefit of the lessor (Miller v. Ready, 59 Ind. App. 195, 108 N. E. 605), but it did not do so, and without such waiver the elevator company could not and did not become the tenant of the appellant under the lease (Indianapolis, etc., R. Co. v. Cleveland, etc., Co., 45 Ind. 281). And without the lease, and its exoneration from liability, appellant was liable under the statute.

It was provided in the lease that the tenancy created continued solely at the will of the lessor, and that the lessee could hold and occupy only at the will of the lessor. When the lessor, appellant, without consenting to the assignment wrote that it would be necessary to execute a new lease, and directed that the old lease be canceled, it thereby put an end to the lease, which created only a tenancy at will.

Appellant contends that it was error to admit in evidence the statements of one Hart to the effect that appellee elevator company was occupying without a lease, but we hold that there was ample evidence that he was supervisor of the Ft. Wayne division of appellant company, and was fully authorized to speak for it.—149 N. E. Rep. 573.

Grain Claims Bureau, Inc.

19 So. La Salle St. Chicago, Ill.

Audits for purpose of recovering your freight claim losses will cost you nothing. We will not fail to fully protect your interests. Our charges will never exceed 33 1/3% of amount recovered; frequently less. We would like to serve YOU.

W. S. BRAUDT. HARRY J. BERMAN,
Pres. and Treas. General Counsel

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

T. P. & W. supplement 1 to tariff III. C. C. No. 861, effective Jan. 12, cancels rates on corn from T. P. & W. stations to Bushnell, Ill.

Southern supplement 3 to tariff 1225-F, III. C. C. C-182, effective Jan. 1, increases the rate on grain products from Belleville, Germantown, Mt. Carmel and New Baden to Chicago, Ill.

E. B. Boyd supplement 51 to Circular No. 1-R of Western Trunk Lines, I. C. C. A-1444, effective Jan. 1, makes changes in section No. 1, giving the rating of grain, grain products, seeds and articles taking the same rates.

A. T. & S. F. supplement No. 19 to tariff 5702-H, I. C. C. 9566, effective Dec. 31, makes reductions and advances in the rates on carloads of hay and straw to points in Kansas and Missouri on the Santa Fe and its connections, from points in Oklahoma.

A. T. & S. F. supplement No. 2 to tariff No. 5655-A-4, I. C. C. 10204, effective Jan. 9, changes the application of rates to Orange and Port Arthur, Tex., when for export to Cuba, Canal Zone, Philippine Islands, Porto Rico, Central and South America, Jamaica, Mexican Gulf Ports and foreign countries.

C. R. I. & P. supplement 15 to tariff 13207-J, I. C. C. C-11030, effective Jan. 11, reduces the wheat and wheat flour rates from Kansas City, Atchison, Leavenworth, St. Joseph, Albright, Neb., Council Bluffs, Omaha and South Omaha to Hartsdale, Ross, Liverpool and East Gary, Ind., to 17½ cents per 100 lbs.

A. T. & S. F. supplement 3 to tariff 5655-A-4, I. C. C. 10204, issued Dec. 10, suspends supplement 2 to the same tariff until Apr. 9, 1926. Rates, charges, regulations and practices provided in tariffs 5655-A-3, I. C. C. 10139 and 12437-E, I. C. C. 9357, as amended, will continue to apply unless lawfully changed or cancelled.

C. I. & L. supplement No. 1 to tariff 1248, I. C. C. 4302, effective on interstate traffic Jan. 11, on intrastate traffic Dec. 22, explains that the "rules herein contained (in the tariff), insofar as policing features are concerned, will only apply on shipments of wheat and wheat products, leaving point of origin on and after Dec. 10, 1925, on interstate traffic, and Nov. 18, 1925, on intrastate traffic.

A. T. & S. F. supplement No. 8 to tariff No. 5588-N, I. C. C. No. 10056, effective Dec. 31, makes the grain, grain products, etc., rates applying from or to Perry, Okla., also apply from or to Lio, Okla., and cancels the rates and routing to or from Sioux City, Ia., shown as on M. P. R. R., account not located on that road. Wheat, wheat flour, corn or linseed meal moving from Kansas City, St. Joseph, Atchison or Leavenworth to Goodrich, Wis., takes the Athens rate, plus \$5.40 per car. A reduction is made on the same rates from East Ft. Madison, Ill., and Ft. Madison, Ia., to various Oklahoma stations.

Shipper to Pay for Detention of Car.

The shipper will be liable for any demurrage accruing while he is contesting the accuracy of the amount of demurrage demanded by a railroad agent, if a report made by the Interstate Commerce Commission's examiner Worthington in No. 15408, Milne Lumber Co. v. C. C. C. & St. L. et al., is adopted.

Rule 8 of the usual demurrage tariff will not protect the shipper from the accrual of more demurrage while he is questioning the accuracy of the demurrage bill placed be-

fore him, according to Examiner Worthington. The rule states:

"No demurrage shall be collected under these rules for detention of cars * * * when this railroad's agent demands the payment of transportation or transportation charges in excess of tariff authority."

The Examiner contends demurrage charges are not transportation charges. Thereupon he bases his recommendation for a modification, on further hearing, of the finding in the original report, 93 I. C. C. 661, that demurrage charges collected for the detention of a car at Cleveland between July 1, 1922, and Aug. 7, 1922, were illegal.

I. C. C. Activities.

Reparation was awarded Albers Bros. Milling Co. from the Director-General of the difference between 61 and 64 cents on 16 cars of corn and oats shipped in 1918 from Nebraska to Portland, Ore., the I. C. C. holding the higher rate unreasonable.

Rates on alfalfa meal from Colorado, Kansas and Nebraska to Jackson, Miss., were found unreasonable by Examiner Konigsberg on complaint of the Jackson Traffic Bureau, to the extent that they exceeded the aggregate of intermediates based on Memphis.

Rates charged on shipments of clean rice from Memphis, Tenn., to destinations in Canada were found reasonable and no damage was shown by reason of alleged undue prejudice in docket 16481, Memphis Freight Bureau v. Ann Arbor R. R. et al. Fourth-section relief was denied and the complaint dismissed.

Combinations of distance rates were found unreasonable and reasonable proportional rates were prescribed on wheat and coarse grain from stations on the Atlantic Northern Ry. in Iowa to Council Bluffs, Ia., for application on shipments destined beyond Council Bluffs in other states, in docket 15762, Omaha Grain Exchange v. Atlantic Northern Ry. et al.

Carload rice rates from certain points in Louisiana to Baton Rouge, La., destined to interstate and foreign points after cleaning in transit, were found unreasonable and prejudicial in I. C. C. docket 16180, Baton Rouge Rice Mills, Inc., et al. v. New Orleans, Texas & Mexico Ry. et al. Reasonable and nonprejudicial rates were prescribed and reparation awarded.

Charges assessed by the St. Louis-San Francisco Ry. for switching interstate carload shipments at Arkansas City, Kan., between its connections and complainants' industries were found reasonable and not unduly prejudicial in docket 13623, Arkansas City Sand Co. et al. v. St. L. & S. F. Ry. The maintenance at Arkansas City for switching interstate shipments, of charges higher than for intrastate was found unjustly discriminatory against interstate commerce.

Complaint has been filed against the B. & O. railroad et al. by the C. A. Krause Milling Co. of Milwaukee, alleging unreasonable and discriminatory charges on grain, grain products and grain by-products purchased by the complainant in and beyond Chicago for milling and mixing at Milwaukee, then forwarded to Central, Eastern Trunk Line and New England territories. Claim is made that the defendants failed to publish reshipping rates applicable to complainant's traffic transited at Milwaukee. Reparation and rates and practices for the future is asked.

Upon the petition of the C. B. & Q. the Interstate Commerce Commission, in docket 12244, Corporation Commission of Oklahoma, issued the following: It is ordered, That the order heretofore entered in No. 13406, on July 6, 1925, as since amended, be, and it is hereby, further amended by eliminating from the provisions and requirements thereof rates on grain, grain products, hay and straw, and related articles taking the same rate or rates basing thereon, in carloads, between points in Oklahoma, on the one hand, and points in Kansas on the lines of said petitioner extending between St. Francis, Kan., and Orleans, Neb., between Oberlin, Kan., and Republican, Neb., between Concordia, Kan., and Ocell, Neb., on the other hand.

Canadian wheat imports into U. S. bonded mills for export grinding amounted to 998,000 bus. during the week ending Dec. 12, against 130,000 bus. for the corresponding week of 1924.

The Cincinnati Grain & Hay Exchange Reviews 1925 Business.

The Eighth Annual meeting of the Cincinnati Grain and Hay Exchange was held Dec. 17. The meeting, one of the best in the history of the organization, was preceded by a dinner and social hour.

The report of President A. M. Braun, which reflected the activities of the Board of Directors and the several committees, pictured a successful year. The Exchange's stock is now valued at \$420.00 a share. This in addition to the value of its chattels. Membership in the organization is contingent upon possession of a share of the company's stock and the payment of an initiation fee of \$1,000.00.

Complete statistical reports, President Braun stated, will show a falling off of receipts of grain and hay as compared with the year 1924. The production of wheat in Cincinnati's territory was below the previous year, accounting for the reduced grain receipts, while the hay figures are the result of a general falling off in the production.

While during 1925 the Exchange increased its surplus several thousand dollars, it has abandoned for the present the acquisition of its own home.

A more comprehensive plan of publishing the Cincinnati market in rural sections was among the president's recommendations. Mr. Braun also made a strong plea for retention and more general use of the Exchange's arbitration facilities, pointing out that other lines of business are just beginning to realize the benefits of this very desirable method of adjudicating commercial disputes. The grain and hay trades were the pioneers in adopting this system of settling, within its own confines, the commercial differences of its members.

President Braun's recommendation that the Exchange should reorganize and become "a not for profit" organization was unanimously adopted during the past several years the Exchange was required to pay several thousand dollars income tax. He contended that this money properly belongs to the credit of the Exchange's surplus. Mr. Braun reminded the members that the Exchange has never declared a dividend and that it shall never do so. Its facilities and financial strength are here for the benefit of all, receiver, shipper and consumer alike.

The Annual Election of the Exchange was held in the Exchange Room during the session Thursday, and resulted in the election of the following directors: For three years—Ralph H. Brown, Robert Lee Early, Elmer H. Heile, Fred. W. Scholl, W. A. Van Horn. For two years—Max Blumenthal, H. Edward Richter.

The newly elected directors will meet Dec. 23 with the hold-over members of the Board for the purpose of electing the officers for the year 1926.

Avoiding Lime Incrustation of Gasoline Engine.

All well water and most water drawn from city mains contains lime in solution which is deposited in the cooling chamber of the cylinder of the gasoline engine, obstructing the circulation and keeping the water from exercising its full cooling effect.

An ideal water supply system for the gasoline engine is suggested by the Grain Dealers Fire Ins. Co., and one that can be installed for only a few dollars.

Run a pipe from a down spout or eave trough of the elevator or an adjacent building into the water tank. A second pipe should be connected close to the top of the tank and run to a drain or sewer to take care of the surplus water during a rain. This arrangement affords a soft water system, thus eliminating liming the cooling system of the engine. The water should, of course, be strained.

RAILROAD CLAIMS

J. A. A. Geidel

25 Years' Experience

5638 Northumberland Street
Pittsburgh, Pa.

Grain Carriers

On Nov. 1 of this year Class I railroads had on order 218 locomotives and 23,333 freight cars, reports the American Railway Ass'n.

The largest bulk freighter on the Lakes is now being built at Midland, Ont., to be 633 ft. in length, 70-ft. beam and 29-ft. depth, to carry 14,500 tons.

Kansas City, Mo.—The Trans-Missouri-Kansas Regional Advisory Board held a meeting here on Dec. 16 at which shipping conditions in which the Southwest is interested, were discussed.

The C. B. & Q. tariffs increasing corn rates from 2 to 15 cents per 100 lbs. from points in Iowa and Missouri to Arkansas and Texas have been suspended until Apr. 9 by the Interstate Commerce Commission.

A dozen of the vessels of the Canadian Government Merchant Marine were tied up idle for the first 10 months of 1925. The government had 45 vessels in commission, which paid the operating costs but not the interest on the investment.

Washington, D. C.—Richard V. Taylor has been nominated to succeed Charles C. McChord as a member of the Interstate Commerce Commission. Mr. Taylor is now mayor of Mobile and for over 20 years previous to taking that office, acted as general manager of the Mobile & Ohio railroad.

It cost the government \$1,696,000,000 to run the railroads of this country during the 32 months of federal control. This figure was given in a final report submitted Dec. 14 to President Coolidge by James C. Davis, Director General of Railroads, who, at the same time, tendered his resignation.

Fairport, O.—The steamer F. B. Squire arrived here on the evening of Dec. 20 with the last grain cargo of this season. The boat suffered little delay and none of the difficulty it did last season when it had to lay up at Detroit, unable to break thru the ice floe in the lower channels of the Detroit river.

The question of allowing the Canada Atlantic Transit Line to continue operations in New England is now before the Interstate Commerce Commission for decision. Interests have been working to have the Transit Line forced off the Great Lakes. A number of grain exchange traffic officials and milling in transit men oppose any change from the present conditions.

Dallas, Tex.—The Texas-Louisiana Tariff Bureau is now considering a proposition on grain, grain products and hay, in carloads, between Texas points on interstate traffic also between Shreveport, La., and group and Texas points, by the carriers to establish the same scale of rates as prescribed by the Railroad Commission of Texas between Texas points on intrastate traffic as shown in supplement P to tariff 2-1.

Omaha, Neb.—As Chairman of the grain and grain products committee of the Western Regional Advisors' Board, shippers are respectfully urged to communicate with me if they have any difficulty in securing cars for grain loading. This is the period of year when the car situation usually becomes acute and we want to co-operate with the carriers by loading cars to maximum permitted capacity and also to load and unload cars with the least possible delay. Please give the number of cars and capacity required, the period in which required, the kind of grain to be loaded, the destination and the railroad on which located.—J. A. Kuhn, traffic mgr. of Omaha Grain Exchange.

Fort Worth, Tex.—A group of Fort Worth citizens have organized the Texas, Panhandle & Gulf railroad and have asked the Interstate Commerce Commission's permission to build and finance 325 miles of line between Fort Worth and Tucumcari, N. M. Sale of \$9,000,000 in bonds and \$3,000,000 in stock is planned.

Ottawa, Ont.—It was thought likely that the Board of Railway Commissioners would render a decision on the appeals against the reduction in westbound rates on grain which went into effect in September. Considerable attention is being directed to the general equalization rate case referred to the Board last June and this is expected to come to a head in 4 hearings to be held next month.

Kansas City, Mo.—A hearing will be held here on Jan. 10 and the Interstate Commerce Commission has instructed railroads in the western territory, which have been seeking an increase in class rate schedules as a part of their effort to get a general increase, to have definite proposals ready to submit. The general increase proposal already made by western lines will be further investigated here on Jan. 4.

Topeka, Kan.—Complaint has been filed against the Union Pacific R. R. by the Public Service Commission on behalf of the Southwestern Millers' League, alleging the railroad bases rates on mixed carload shipments for the entire car on the commodity in the car which takes the highest rate, whereas other roads in Kansas base the rate on the carlot rate applicable on each separate commodity in the shipment.—P. J. P.

In the first nine months of 1925 the amount received by the Class I Western railroads for hauling a ton of freight one mile was 1.191 cents. The corresponding figure in 1924 was 1.209 cents; in 1923, 1.222 cents; in 1922, 1.318 cents, and in 1921, 1.424 cents. There has thus been a steady reduction in the average receipts per ton mile in every year since 1921, the 1925 figure, consequently, being the lowest for the entire period.

Vancouver, B. C.—The steamer Poleric, after being loaded with grain here, nearly foundered at sea due to shifting cargo. Dispatches between authorities showed that Port Warden Captain Tait says the boat was loaded with 7,700 long tons under his supervision and was granted a certificate by him. A wire from Captain Tait states the ship was improperly stowed. Authorities want him to explain why he gave the ship a certificate.

Washington, D. C.—Members of Senate Com'te on Interstate Commerce feel the number on the Interstate Commerce Commission should be increased to enable the Commission to effectively do all the work necessary. The Senate Com'te is arranging for public hearings on several important questions. On Jan. 6, hearing will be held on the Gooding long and short haul bill as it has been modified. Chairman Watson was authorized to fix a day to begin hearing on the question of the consolidation of railroads as presented in the bill introduced by Senator Cummins. Control of transportation by automobiles and buses will also be heard and one or two days will be devoted to hearings on various pending ratio bills at which Secretary of Commerce Hoover will be asked to appear.

Liverpool's rises of 4 to 5 cents per bushel per day have supplied an unusual incentive to the rise in wheat prices in the United States. Stocks of wheat in Liverpool are only a fraction of what they were a year ago, and wheat on passage to the United Kingdom is not excessive, so that the rise can only be described as legitimate.

How to Aid the Merchant Marine.

Financial aid to shipping instead of being applied as a general ship subsidy or navigation bounty applicable to the ocean tramp and the palatial passenger liner, neither of which is particularly important at the present time, as a part of the American merchant marine, should, it is believed, take the form of payment for services rendered including (a) contracts for the maintenance of services to particular trade regions of the world, especially important to our foreign trade and the expansion of markets for our agricultural and industrial products; (b) mail contracts to provide for maintaining the higher types of service needed both in the interest of our export and import trade and for the transportation of mails. Without government aid the United States will be unable to maintain an adequate merchant marine.—National Merchant Marine Conference.

I. C. C. Offers Amendment to Transportation Act.

In a report to Congress the Interstate Commerce Commission recommended an amendment relieving it of the provision of the Transportation Act requiring it to prepare a final plan to which all railroad consolidations must conform and providing it with authority to pass on voluntary consolidations proposed by the railroads.

The proposed amendment provides that "before approving the Commission must find that the consolidation or acquisition will be in the interest of better service to the public or economy in operation; will not unduly restrain competition; will conform to the provisions which prohibit a capitalization of the consolidated company in excess of property value."

It is thought that under such an arrangement consolidation of railroads will progress in a normal way and to the best advantage of all concerned.

Need of Western Roads for More Revenue.

C. D. Morris, of the Western Railways Com'te on Public Relations, in an address recently before the Rotary Club at Oshkosh, Wis., said the prosperity of an industry is never determined by a period of peak business. He admitted that the western railroads have been enjoying a better business this fall than for some years, but that during the first nine months of 1925, they had earned almost two per cent less than the Interstate Commerce Commission says they are entitled to earn.

"It is passing strange that we consider it most fortunate for the country when agriculture or the steel industry, the lumber industry, the telephone industry, or the automobile industry show signs of prosperity, but the moment that slightly increased earnings on the part of the railroads is reported some of us, at least, begin to consider plans whereby the earnings of the carriers can be reduced. The fact is that the prosperity of no other industry is so essential to the prosperity of the nation, as a whole, unless it be that of agriculture, as is that of our railroads, so that the limitation we now place upon the earning power of the railroad is immediately reflected in decreased prosperity for the country as a whole.

"The capital costs of a railroad are just as much a part of its legitimate expenses as is the cost of labor or fuel, and should be so considered. But, in the making of rates in recent years, this does not seem to have been the case. Because of this fact the roads are forced to appeal for fair treatment at this time. The nation is prosperous, there is ample to insure the successful operation of every essential industry. There is no reason why any basic industry should suffer. Why, then, should the railroads be singled out as the particular object of attack, merely because they show some signs of improved earning power? The obviously wise

thing to do is to grant them a reasonable period of time in which to recuperate from the long years of financial starvation through which they have been passing."

Abandonment of Railroad Will Close Elevators.

The Big Four and Pennsylvania railroads, owners of the Central Indiana railway, have submitted proposals to abandon operation of that line, to the Interstate Commerce Commission. They claim that during the past 20 years the Central Indiana has been highly unprofitable and since its service is of so little merit it should be abandoned. For several years the road has operated no passenger equipment and such passengers as were carried were taken on the local freights that ran at irregular times.

The line is 127 miles long and runs with almost no parallel competition from Muncie to Waveland. A branch extends from Waveland to Brazil. It is a freight road only and apparently the only explainable reason for it not paying is that it extends to no market center and chiefly gets only such short haul traffic as is transferred at the nearest junction to the Pennsylvania, the Big Four, the C. I. & L., the N. Y. C. & St. L., and the C. & E. I. An even dozen such transfer points are found in the towns thru which the road runs. Tho the territory is apparently good for agricultural purposes, the other roads seem to take all the business.

Nineteen grain dealers are found in the towns served by the Central Indiana and one or more

other roads. These towns are Muncie, Daleville, Chesterfield, Anderson, Noblesville, Westfield, Lebanon, New Ross, Ladoga, Waveland, Waveland Jct., Sand Creek, Carbon and Brazil. These towns will not suffer much from abandonment of the road, since most of the dealers are located on one of the other roads or have switching facilities.

But 16 other towns along the line depend upon the Central Indiana for their freight service. They are Avondale, Lapel, Durbin, Eagletown, Jolietville, Roston, Gadsden, Heath, Max, Advance, Pawnee, Lapland, Penobscot, East Rockville, Uncas and Bridgetown. Seven of these towns have no elevators, but all the others have. Goodrich Bros. Hay & Grain Co. has a 30,000-bu. elevator at Durbin, a 20,000-bu. house at Jolietville and a 30,000-bu. plant at Gadsden. Newton Busenbark Grain Co. has a 15,000-bu. elevator at Lapland. Shetterly Bros. has 20,000-bus. and Lapel Lumber & Grain Co. has 10,000-bus. at Lapel; Roston Grain & Lumber Co. has 35,000-bus. at Roston; Max Grain Co. has 15,000-bus. at Max; Advance Grain Co. has 35,000-bus. at Advance, and the Bridgeton Milling Co. has a 5,000-bu. elevator and a 75-bbl. feed mill at Bridgeton.

When these towns are deprived of their transportation service disintegration is inevitable. A consequent business and property loss of huge dimensions is bound to result. It would seem possible that 2 such excellent roads as the Pennsylvania and the Big Four could make good use of the Central Indiana as a feeder line and make it a paying proposition.

Increased Wheat Traffic Thru Soo.

Reports from Sault Ste. Marie, Mich., show that the traffic in wheat thru the Soo ship canal increased materially during the 1925 navigation season, the figure being 292,817,942 bus. against 289,722,607 bus. in 1924. The total tonnage figures for the canal show 81,875,198 tons to have passed thru, compared with 72,037,390 tons in 1924, an increase of nearly 10,000,000 tons. Iron ore was one of the big factors.

The Welland Canal, too, broke all records for grain shipping, tho a decrease of 25,000,000 bus. in the amount of wheat handled under the 1924 figure was apparent. This season's record for wheat is 74,985,844 bus. against 100,000,000 bus. last year.

However, the total grain shipments thru the canal were 136,212,442 bus., an increase of 10,000,000 bus. over the 1924 all-grain record.

Shipments of oats totaled 34,699,240 bus., or 3 times the 1924 figures. Substantial increases were recorded in barley, rye and flax, the figures for 1925 being 13,587,093 bus. barley, 10,383,259 bus. rye, and 882,961 bus. flax.

The 1925 freight total on the Barge Canal was 2,333,000 tons, an increase over 1924 of 14.81%. Closing of the Erie Canal for 12 days in November on account of high water and fear that 2 fleets at Buffalo might not get thru before the ice closed traffic reduced the total considerably.

The last cargo of grain, carried by the steamer F. B. Squire, arrived safely at Fairport, O., on the evening of Dec. 20, and tied up for the winter. Navigation is closed.

26 Years A Customer

The Atchison, Topeka & Santa Fe Railroad Co. has installed

HESS GRAIN DRIERS

as follows:

1899 at Santa Fe Wood St. Elevator, Chicago.

1905 at Santa Fe Elevator, Kansas City, Kansas.

1906 Wood St. Drier moved—and duplicate drier added, Chicago.

1916 Drier at (Argentine) Kansas City, Kansas, increased 300 per cent.

1925 Santa Fe Elevator at (Argentine) Kansas City, Kans. New, large drier, again increasing capacity.



The Santa Fe Elevator, Argentine, Kansas.
Hess Drying Capacity, 95,000 Bushels Per Day

HESS WARMING & VENTILATING CO.

1207 S. Western Avenue

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Books Received

THE WORLD WHEAT SITUATION, by J. S. Davis and A. E. Taylor, in *Wheat Studies of the Food Research Institute*, reviews the world wheat situation for the crop year 1924-25. Its purpose is to summarize and interpret the more important phases in that period. It gives the conspicuous features, the supply position, the marketing of 1924 crops, international trade, consumption in 1924-25, stocks and carryovers, prices and price movement and other data concerning the wheat crop. An analytical index included is of great benefit in using the book. Published by Stanford University, California.

THE U. S. ARBITRATION LAW and its Application is a valuable pamphlet by Arbitration Foundation, Inc., giving the new law in full, explaining its operation, outlining the evils sought to be corrected, the remedy provided, the legal justification for the statute, the public policy involved and extracts from addresses by leading public men. A recommended standard arbitration clause is given, and disputes are classified as to whether they are or are not properly arbitrable. The Arbitration Foundation, Inc., is a non-profit membership corporation, with offices at 65 Liberty Street, New York. Its purpose is to give information and to encourage advances in the practice of arbitration. Paper, 28 pages.

THE 39TH ANNUAL REPORT OF THE INTERSTATE COMMERCE COMMISSION gives a great deal of information regarding the railroads, with which the Interstate Commerce Commission has been concerned. It covers the period from Nov. 1, 1924, to Oct. 31, 1925, inclusive. In its statistics on railroad development it shows that 258,444 miles of road were operated in the United States at the close of 1924 by classes I, II and III railroads. At the same time 69,459 locomotives and 2,411,462 freight cars, excluding cabooses, were in service. During the year 1,288,357,339 tons of freight were carried from originating sources. Cloth bound. Published by the Interstate Commerce Commission thru the Washington Government Printing Office, Washington, D. C.

REPORT OF THE GRAIN FUTURES ADMINISTRATION reviews and summarizes the work of the department for the past year. Many tables and charts are given showing volumes of future trades, ranges in prices, comparisons of years, trading in separate grains, etc., for 9 of the 10 licensed markets in the United States. The growth of future trading is indicated in the following statement from the pamphlet: "The volume of trading in grain futures in the United States from July 1, 1924, to June 30, 1925, was the largest for any similar period since the Grain Futures Administration started to collect data on future trading. The total number of bus. of all grain traded in during that period amounted to 31,416,196,000." Published by the Grain Futures Administration, U. S. Department of Agriculture, Washington, D. C.

FERTILIZER REPORT, 1924, by James W. Kellogg, ass't director and chief chemist of the Bureau of Foods and Chemistry, Pennsylvania Department of Agriculture, states that of the "total number of official samples (of fertilizer) analyzed, 304, or 16.3%, failed to the extent of 0.20%, or more, to meet their guarantee in one or more forms of plant food, thereby being considered deficient. The smaller proportion of deficiencies in the samples obtained for examination during 1924 shows a decided improvement in their compositions compared with those reported for 1923, but the proportion is greater than observed during 1921 and 1922." The Pennsylvania fertilizer law is given, as well as registrations for 1925 and various tables showing analysis of various kinds of fertilizers. Bulletin 402, Pennsylvania Department of Agriculture, Harrisburg, Pa.

PROCESSES OF FLOUR MANUFACTURE is more than a treatise on the mechanics of the industry, embracing also chapters on the history of flour milling, the world's wheats, mill construction, wheat storage, cleaning, drying, conditioning and blending, fire risks and safeguards, power engineering and mill management. Each machine employed in the different systems of milling is described and illustrated, its functions, care and adjustment ex-

plained in detail, with hints on what to avoid in its operation. Typical flow sheets are diagrammed. The chapter on purification is valuable to the milling student. Cloth, 300 pages, indexed; 121 illustrations. New third edition of the work by Percy A. Amos, late lecturer on milling at the Manchester College of Technology, revised by Jas. Grant, head of the food-stuffs department, Victoria University. Longmans, Green & Co., New York. Price, \$3.

The Grain Elevator a Community Center.

Undoubtedly the truly progressive merchant is born and not made, said Alvin E. Dodd in address before the Chicago Ass'n of Commerce. Colleges do not manufacture him and he is very little the product of his environment. Indeed, he makes his environment to the extent at least of selecting it and in a large measure he dominates it. I cannot now remember a single founder of a great retail business who did not follow the usual course. A. T. Stewart, first of the great retail merchants of this country, was almost illiterate; John Wanamaker began as errand boy in a bookstore; and you may multiply these names almost indefinitely without breaking the chain.

Just so the grain dealer who selects a location for a grain elevator where none stood before plays his part in the development of a community. As he chooses well or ill, so is the town promoted or set back in its progress.

To locate a grain elevator the grain growing area tributary to all surrounding shipping points should be mapped, so that the new elevator will have a territory peculiarly its own by offering a shorter haul from the maximum number of acres over existing or roads to be constructed. A well chosen location is a permanent asset growing constantly more valuable; and the country grain dealer is the main-spring of his little community and has as much to do with creating his environment as did Marshall Field, A. T. Stewart or John Wanamaker.

Why We Have So Many "Unknown" Fires.

We are not all from Missouri, but most of us "have to be shown." A grain man of our acquaintance is quite inclined to disagree with many of the theories of fire prevention. About the only rule he has not violated is that of having a wooden box filled with sawdust for a cuspidor. He has a steel pan filled with sand. It was so contrary to his other habits that he risked the chance of putting bad ideas into his head, by asking how he ever missed that. He smiled very knowingly.

"Son," he said, "I tried that out before you knew there was a grain elevator office. I used to run a general store, and as I smoked incessantly, I had wooden boxes such as you describe, all over the store, so that I could drop my cigar stub from any position without undue effort. One morning I came down and opened up the store, and the smoke poured out. When I got my breath, I investigated and found that one of my little boxes had gotten afire, burned clear through the floor and fallen to the basement where it extinguished itself. Had the store burned down, I would always have sworn that someone set the place afire. And it would have been the truth, but I would have been the guilty party. That is why I have metal spit boxes."

Now if we could just have a bearing drop enough hot babbitt to start an incipient blaze, and an open engine intake make just a little fire, and a friendly bolt of lightning burn just a little hole, we would have nice, well oiled bearings, tightly fitting intakes, and miles and miles of lightning rods. But the durned things usually get too enthusiastic.—Our Paper.

Insurance Notes.

Quite a number of boats took on grain cargoes after midnight on Nov. 30 and paid extra insurance rates ranging from 1/2 to 1 1/2%, which cut quite a hole in the profits.

A dust house was inspected recently and the dust found so hot that it could not be handled with bare hands. The owner's attention was called to the matter and he promised immediate attention. The elevator burned a few days afterwards and there is every reason to believe that it started in the dust house.—Our Paper.

Reducing Electrical Fire Hazards.

BY H. C. LEE OF THE MUTUAL FIRE PREVENTION BUREAU

There are so many causes of electrical fires that we cannot do more than skim the surface. Due to the ever increasing number of electrical installations this subject has been receiving special attention by the Mutual Insurance Companies. We maintain engineering departments which furnish specifications and service on all parts of the work. This advice is gladly given to any mill or elevator owner.

The large percentage of our losses occurs in the motors themselves and are due to various causes. Some of them are improper overload protection, no low voltage protection, too small wire, defective control equipment, transformer breakdown and worn bearings. The large majority of such fires are easily preventable.

An electric motor is designed to radiate the heat generated in running through laminations in the frame and when these laminations become clogged with dust and the rotor becomes covered with dust, the heat is confined to the motor. This eventually breaks down the windings and a burnout occurs.

Fuses or overload protective devices are allowed to be large enough to permit a 50% overload on the motor. It is surprising the number of mill and elevator motors which are overloaded. It is the rule rather than the exception and too often the operator will plug the fuses at a time when the protection is most needed. We have records of 65 burnouts which have occurred in squirrel cage motors within the last 4 years and a large number of them were due to improper protection.

The reason that low voltage protection is required is to take care of the case where a motor is running under load and the voltage goes down momentarily for some reason. The motor naturally slows up and sometimes stops before the current comes on again. If left alone the motor will try to come back up to speed, which results in a big overload. The low voltage release trips out the starter contacts and throws the motor off the line. It can then be started in the usual way providing the voltage is back to normal.

In addition to a large number of damage losses our companies have suffered a number of total losses from the burning out of motors. One of the more recent cases was the Berkner elevator at Sleepy Eye, Minn. This originated in a motor which was in a non-standard enclosure. The enclosure failed to hold it and the loss was total.

Due to many such instances we are very strongly recommending the fully enclosed, self-ventilated motor. This needs no further enclosure and has proven very satisfactory in actual practice.

The principal things to remember are that all wiring should be in conduit or well supported on cleats; the fuses or relays should never be tampered with to change their rating or setting; the motors should be kept free from dust; bearings should be closely watched and properly oiled; and motors should never be overloaded. Remember, also, that the Mutual Insurance Companies are always prepared to furnish you with expert engineering advice without cost to you.

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.50. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, $10\frac{1}{2} \times 15\frac{3}{4}$ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.00. Weight, 5 lbs.

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Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

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Mill Owners' Mutual Fire Insurance Co.,
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The Millers' Mutual Fire Insurance Company,
Harrisburg, Pa.

Texas Millers' Mutual Fire Insurance Company,
Fort Worth, Texas.

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The "Grain Dealers' Mutual" issues one policy covering Fire-Theft-Storm-Property Damage-Collision, and SAVES YOU 25%.

We offer grain men who want satisfactory coverage for their cars, the same class of service that we render on all other lines.

We can handle your Public Liability in a high grade Mutual Company.

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GRAIN DEALERS JOURNAL



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Heartiest Christmas Greetings
and our Best Wishes for a joy filled
holiday season, and a New Year over-
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May 1926 prove a Happy and Prosperous
Year to You and Those Near and Dear to You.

It is our sincere wish
to each and
all
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A Merry Christmas
and
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